

LEVINSON

FY 95 ANNUAL GROWTH POLICY

November 7, 1993

Recommendations for
FY95 Growth Capacity Ceilings
and the
FY95 -00 Capital Improvements
Program

STAFF DRAFT



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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
November 7, 1993

ABSTRACT

TITLE: FY95 Annual Growth Policy: Recommendations for FY95 Growth Capacity Ceilings and the FY95-00 Capital Improvements Program, Staff Draft

AUTHOR: The Maryland-National Capital Park and Planning Commission, Montgomery County Planning Board

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ABSTRACT: Montgomery County Council Bill No. 11-86 (amended by Bill 29-93) established the process by which Council provides guidance for the management of growth. In accordance with this law, the Montgomery County Planning Department has prepared this draft of the FY95 Annual Growth Policy (AGP); the Planning Board will prepare its final draft for transmission to the County Executive for review and subsequent transmission to the County Council. The report recommends growth capacity ceilings, Capital Improvements Program recommendations, and other information relating to the management of growth by the Adequate Public Facilities Ordinance.

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EXECUTIVE SUMMARY

The preparation of Montgomery County's FY95 Annual Growth Policy (AGP) began with the adoption of the FY94 AGP by the County Council in June 1993, when the Council agreed to amend the AGP process. The new process separates the current AGP process into two elements: the first sets limits on the amount of development that can be approved based on the availability of public facilities (the "ceiling element"); the second investigates policy issues related to growth management in Montgomery County (the "policy element").

This document is the first step in the ceiling element process. The focus of this report is Planning Department staff's recommendations for transportation staging ceilings for each of the County's twenty-five policy areas. Although other public facilities besides transportation -- most notably schools -- are reviewed for adequacy, the constraint upon development in FY95 is expected to be the adequacy of transportation facilities.

Planning staff's recommended ceilings would bring one policy area, Montgomery Village/Airpark, out of moratorium for new housing subdivisions and would bring North Potomac, Gaithersburg City, R&D Village, and Derwood/Shady Grove out of moratorium for new non-residential subdivisions. Staff's recommended staging ceilings would not result in any policy area entering moratorium for either jobs or housing.

The recommended ceilings are based on transportation facilities expected to be programmed in the County's Capital Improvements Program (CIP), the Maryland Consolidated Transportation Program, and the CIPs of Rockville and Gaithersburg for completion within four years of the FY95 AGP's adoption. If any of these transportation projects are delayed, some or all of the policy areas now in moratorium will remain in moratorium.

Because of the cause-and-effect linkage between the AGP and the CIPs, this document also contains the Planning Department priorities for capital projects. The Department's highest priority for the County's Transportation CIP is to maintain the schedule of current CIP projects. The Department has also identified current projects it believes should be accelerated and new projects it believes should be added to the CIP. It has also identified four ongoing programs for which increased funding is recommended.

In recent years, AGP school capacity issues have been the focus of increased interest. School capacities and enrollment projects are discussed in Chapter III.

Revised policy area profiles appear in this document as Chapter IV. These profiles review both development and transportation conditions in each policy area, with a particular focus on the area's transit level of service.

FY95 ANNUAL GROWTH POLICY
STAFF DRAFT

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CHAPTER 1

Introduction

I. INTRODUCTION

1. NEW AGP PROCESS AND SCHEDULE

The Montgomery County Council adopted the Adequate Public Facilities Ordinance (APFO) in 1973 as part of the Montgomery County Subdivision Ordinance. The County uses the APFO to promote orderly growth by synchronizing development with the availability of public facilities needed to support that development. The Montgomery County Planning Board administers the Subdivision Ordinance and the APFO. In April of 1986, the County Council enacted legislation which established an Annual Growth Policy (AGP) for the County. Since that time, the Council has used the AGP to direct the Planning Board's administration of the County's APFO.

On October 5, 1993, the County Council adopted legislation which changed the process and schedule for preparation of the Annual Growth Policy. The resulting changes are reflected in the scope of this document and there are a number of other changes as well.

A. Background

Since its inception, the Annual Growth Policy has been reviewed in its entirety each year. In addition to the setting of staging ceilings, the AGP work program has typically included analysis of five to eight major growth management issues. Some of these analyses have resulted in major changes to the AGP, such as restructuring policy areas and the addition of a special ceiling allocation for affordable housing. At other times the County has studied, but ultimately decided not to implement, significant AGP revisions.

As the AGP moved past its infancy, there was a growing consensus that the entire AGP need not be reviewed each year. In last year's Annual Growth Policy, the Planning Board recommended changes to the AGP process by dividing the Annual Growth Policy work program elements into three types: those that should be reviewed annually, those that can be reviewed periodically (defined by the Board as every 3 to 5 years, or as needed), and those which should be codified, or written into law.

During the County Council worksessions on the FY94 AGP, Council staff presented a proposal for amending the AGP process which generally followed the Planning Board's recommendations, although codification of parts of the AGP resolution was recommended for deferral until FY95. The Council directed its staff to prepare legislation based on that proposal. This legislation was adopted by the Council on October 5, 1993.

B. County Council Action: A Two Track System

The AGP Process legislation adopted by County Council divides the current AGP process into two tracks: one which sets limits on the amount of development which can be approved based on the availability of public facilities (the "ceiling element"), and another which investigates policy issues related to growth management in Montgomery County (the "policy element").

1) *The "Ceiling Element"*

The central feature of the ceiling element of the AGP is the staging ceiling tables, which show how much additional development (if any) can be approved in each policy area. They also show the extent to which policy areas are in moratorium and update the pipeline of approved development to account for new subdivision approvals and the completion of approved projects.

Because the staging ceilings are based on the adequacy of public facilities, analysis of existing and programmed capital facilities are also a major part of the ceiling element.

The staff draft ceiling element (this document) is to be prepared by November 7 of each year. In the past, the deadline was October 15. The revised date allows Planning staff to include enrollment forecasts from Montgomery County Public Schools. The forecasts are used to determine if sufficient school capacity exists to allow the approval of additional residential development.

In the past, the Planning Board reviewed the staff draft AGP in the late fall and issued its final draft AGP on December 1. Under the new schedule, the balance of the review (by the Planning Board, the Executive, and the public) occurs in the late spring, which is closer to the time when the Council considers the staging ceilings (late June or early July).

The Planning Board's Recommended Ceiling Element will be due on May 1 of each year; the Executive's comments are due on May 15.

2) *The "Policy Element"*

The biennial (every two years) policy element consists of research and analysis of specific issues, as directed by County Council or at the initiative of the Planning Board. These issues may have been identified in the "issues for further study" section of the previously-adopted policy element, or may be identified at a later date.

The policy element will also include supporting reference material, such as current procedures, definitions and key variables. It will also include a status report on past, current, and forecast development trends.

The staff draft of the policy element will be due on May 1 of odd-numbered years, beginning in 1995. The Planning Board draft will be due the following June 15; the County Executive's draft on August 1. The public hearing on the document will be held in mid-September, with Council adoption by October 31. The effective date of a policy element will be November 1.

2. REVIEW OF ANNUAL GROWTH POLICY ISSUES UNDER STUDY

The County Council, in adopting the FY94 AGP, asked the Planning Board and the Executive to examine eight issues for the FY95 AGP. During the Planning Department's quarterly report worksession in July, the Council deferred some of these issues. In October, the Council adopted legislation which put policy issues on a separate track from the rest of the AGP. The result is that some policy issues will be addressed in an AGP amendment, the staff draft of which will be released early in 1994. Other policy issues will be in the work program for the first AGP policy element (FY96). The status and completion dates of these issues are summarized below.

A. Methodology for Determining Adequacy of Transportation Facilities

For the FY94 AGP, the County Council asked the Planning Board to review the methodology for determining the adequacy of transportation facilities, "including studying how or whether the level of service (LOS) on freeways should be included in the calculation of staging ceilings, options for allowing LOS categories to be more sensitive to non-automobile modes of travel, and a review of the critical lane volume standards for Local Area Transportation Review."

Planning Department staff prepared an exhaustive analysis of the many options for measuring levels of transportation service and determining what levels should be considered "adequate" in the staff draft FY94 AGP. These were reviewed by citizens, the Planning Board and the County Executive prior to County Council AGP worksessions in the spring of 1993. For each issue, the Planning Board made preliminary recommendations and suggested that the Planning staff develop a set of staging ceilings for each of these recommended methodologies as part of the FY95 AGP work program. More specifically, the Planning Board's recommendations were:

- For Policy Area Transportation Review (PATR), keep the current six-group system for the FY94 AGP. For FY95, develop an alternative set of staging ceilings based on a total transportation level of service;
- Also for PATR, continue to measure roadway level of service using an Average Congestion Index that counts freeways. For FY95, develop an alternative set of staging ceilings using an Average Congestion Index that treats freeways differently;
- For Local Area Transportation Review (LATR), retain the CLV (critical lane volume) method as the primary measure of intersection level of

service. The Board also recommended a single standard of 1,800 CLV for intersections within Metro station policy areas for FY94 implementation, which was subsequently adopted by the County Council;

- Also for LATR, investigate for FY95 implementation ways to adjust standards for intersection level of service to reflect policy area levels of transit service and use. Also, investigate how to modify trip vehicle rates or CLV on a case-by-case basis when developers provide enhanced transit access and pedestrian conditions on or off site.

The County Council concurred with these recommendations, and prior to the breakup of the AGP process into two tracks, the FY95 Staff Draft AGP was to include alternative staging ceilings reflecting the proposed changes in the methodology. It was also to include additional study of the methodologies for final consideration. To conform to the new AGP schedule, these policy issues will be addressed in the AGP amendment.

B. Adequacy of Public School Facilities - Ceiling Flexibility

For the FY94 AGP, a working group was formed to study the methodology for determining the adequacy of public schools, or the "schools test." This group consisted of staff from Montgomery County Public Schools, the Planning Board, the County Executive, and the County Council. They reviewed a number of options including the current method, and presented their findings to the Council's Education Committee in November 1992.

The working group recommended that the current methodology be retained for FY94 with certain process changes to improve the clarity of the schools test. The Education Committee asked that staff look into creating a ceiling flexibility provision for the schools test.

The County Council considered one option for a ceiling flexibility provision to the APFO school text during its worksessions on the FY94 AGP. Rather than adopt the proposed provision, the Council directed the staffs of the Board of Education, the County Executive, the Planning Board, and the Council to continue to evaluate options, and to report their findings to the Education Committee. Subsequently, the Council deferred additional work on this issue to the FY96 AGP policy element.

C. Additional AGP Process Changes

As discussed at the beginning of this chapter, the County Council established a two-track process for the AGP in October: an annual element that contains staging ceiling and Capital Improvements Program recommendations, and a biennial element that addresses policy questions. The Planning Board had also recommended codification of major elements of the AGP in a legislative framework, allowing technical procedures to be formulated as administrative rules. The Council directed that this work effort be completed during FY95.

D. Clarksburg Policy Area

The Planning Board (Final) Draft Clarksburg Master Plan was sent to the County Council this past summer. The Council is currently in the process of reviewing this document, which contains a number of land use and other issues which would have a substantial effect on the boundaries, staging ceilings, and other characteristics of a Clarksburg Policy Area.

Pending resolution of key Master Plan issues, Planning staff expects to include recommendations regarding creation of a Clarksburg Policy Area in the Staff Draft AGP amendment.

E. Shady Grove Policy Area

In the FY94 AGP, the County Council directed the Planning Board to conduct the appropriate analyses necessary to allow the creation of a policy area in the Shady Grove Metro station area, including delineation of the policy area and the timing of its creation. County Council subsequently deferred work on this issue to the FY96 AGP policy element.

F. Ceiling Flexibility - Partial Cost Developer Participation

The County Council directed the Planning Board to evaluate whether to continue having this provision in the AGP, since it has never been used. The Council subsequently deferred this issue to the FY96 AGP policy element.

G. Extension of Metro Area Alternative Review Procedure

This procedure gives developers of projects within four Metro station policy areas -- Wheaton CBD, Grosvenor, Twinbrook, and White Flint -- an alternative to meeting Local Area Transportation Review conditions. To take advantage of this procedure, the developer must meet certain other conditions, including paying a Development Approval Payment (DAP) and joining a transportation management organization (TMO).

Legislation implementing the DAP and permitting the creation of the TMOs was introduced in September. The Planning Board reviewed and endorsed both pieces of legislation on October 7. Adoption of the legislation is expected later this fall. In light of the fact that the Metro Area Alternative Review Procedure was not implemented before the Staff Draft AGP, and therefore there would be little experience with how the procedure was working in the currently eligible Metro station policy areas, the County Council agreed to defer its request for the Planning Board's recommendation of other policy areas for which this procedure would be appropriate until the FY96 AGP policy element.

H. Special Ceiling Allocation for Health Care Facilities

The County Council directed the Planning Board to evaluate the utility of continuing this provision of the Annual Growth Policy, since it has been used only once. The Council subsequently deferred this issue to the FY96 AGP policy element.

I. Pipeline Reform: Time Limits of Findings of Adequate Public Facilities and Staging Ceiling Transfers

For the FY94 AGP, the County Council directed the Planning Board to "analyze alternative assumptions about the absorption of the pipeline when evaluating public facilities. Among other relevant issues, consideration should be given to a change in the law relating to the time limits on the validity of an adequate public facilities determination, or otherwise discounting the pipeline in consideration of growth forecasts for APFO analysis."

The Planning Department's analysis showed, among other things, that the County had about a six-year supply of housing and a twelve year supply of commercial space in its development pipeline. This contrasts with the four years permitted by the APFO for facilities programming. In the spring of 1993, the Planning Board recommended that the time limits of an APFO determination, currently 12 years for all development types, be more reflective of the size and type of development approved. The overall effect of this provision would be shorter APF time limits, bringing pipeline buildout more in line with the facilities programming schedule. The Board also recommended that the County permit the transfer of a finding of adequate public facilities from one project to another. This would result in greater access to the County's development capacity.

The County Council adopted these recommendations, along with two Alternative Review Procedures designed to help stimulate construction of pipeline projects. Legislation establishing two key features of the Alternative Review Procedures -- a Development Approval Payment (DAP) mechanism and Metro station policy area transportation management organizations (TMOs) -- is currently under consideration by the County Council. Work is to begin in FY95 to develop legislation for setting the time limits for a finding of adequate public facilities and guidelines for permitting the transfer of staging ceiling from one project to another.

J. Staging Ceiling Transfer - Bethesda-Chevy Chase and Bethesda CBD

The Planning Board (Final) Draft Bethesda CBD Sector Plan recommends that the AGP transfer some staging ceiling capacity from the Bethesda-Chevy Chase Policy Area to the Bethesda CBD Policy Area to further increase the ceiling for jobs and housing units in proximity to Metrorail. The Plan recommends that the AGP allow the approval of approximately 5,000 additional jobs for the Bethesda CBD, which would reduce the current

staging ceiling in B-CC by 5,000 jobs. It also recommends that capacity for 1,600 housing units be transferred from B-CC to Bethesda CBD.

Adoption of the Sector Plan by the County Council is expected this spring. Inasmuch as the transfer is a Planning Board recommendation, Planning staff has included the transfer in its staging ceiling recommendations in this document.

CHAPTER 2

**Transportation
Staging Ceiling
Recommendations**

II. TRANSPORTATION STAGING CEILING RECOMMENDATIONS

The two primary tests for adequacy of public facilities are the tests for transportation and public school facilities. In practice, other public facilities have been found to be adequate for purposes of development regulation. In recent years, the main constraint on development has been the "Transportation Test" as administered in both policy area and local area review. The following discussion of Policy Area Transportation Review (PATR) considers all transportation facilities which are fully funded for completion within the first four years of the County's Capital Improvement Program (CIP), the state's Consolidated Transportation Program (CTP), or the CIPs of Rockville and Gaithersburg.

1. OVERVIEW

For the FY95 Annual Growth Policy, staff anticipates that several new transportation projects can be counted as being complete in 1998:

- 1) Extension of the Metrorail Red Line from Wheaton to Glenmont;
- 2) Extension of Watkins Mill Road over I-270 - from Clopper Road (MD 117) to Frederick Avenue (MD 355);
- 3) Widening Quince Orchard Road (MD 124) from Darnestown Road (MD 28) to Longdraft Road by two lanes; and
- 4) Extending Key West Avenue, from Gude Drive to Research Boulevard, as six lanes divided, and widening MD 28 from Research Boulevard to I-270 by two lanes.

Staff recommends the following transportation staging ceiling increments with the anticipated fully-funded FY 98 transportation network:

ROADWAY PROJECTS

Policy Area	Additional		Net Remaining	
	Houses	Jobs	Houses	Jobs
Derwood/Shady Grove	0	2,750	1,379	323
Gaithersburg City	0	4,000	1,544	54
Montgomery Village/Airpark	4,000	2,250	26	-3,021
North Potomac	2,000	250	-2,920	141
R & D Village	500	6,250	806	3,393
TOTAL	6,500	15,500		

TRANSIT PROJECTS

Policy Area	Additional		Net Remaining	
	Houses	Jobs	Houses	Jobs
Kensington/Wheaton	5,000	10,000	6,833	13,963
Wheaton CBD	100	1,000	1,609	3,663
TOTAL	5,100	11,000		

STAGING CEILING TRANSFER

Policy Area	Additional		Net Remaining	
	Houses	Jobs	Houses	Jobs
Bethesda/Chevy Chase	-1,600	5,000	810	3,209
Bethesda CBD	1,600	5,000	2,100	5,305
TOTAL	0	0		

Note: Net Remaining Capacity as of September 30, 1993

These recommendations would lift the jobs moratoria in Derwood/Shady Grove, North Potomac and R & D Village and marginally lift the moratorium in Gaithersburg City. They would also marginally lift the housing moratorium in Montgomery Village/Airpark.

Other projects (or policy changes) are needed to reduce the deficit further for jobs in Montgomery Village/Airpark. Projects include M-83 and Goshen Road. Without any policy changes, the widening of MD 28 from Key West Avenue to west of Quince Orchard Road would likely be needed to lift the housing moratorium in North Potomac. The Planning Department's priority transportation projects are discussed in Chapter V - CIP Recommendations.

Staff's recommended staging ceilings for Kensington/Wheaton and Wheaton CBD are set at the estimated zoned (high) holding capacity. There are two constraints on staging ceilings: holding capacity and capacity of the transportation network. In this case, holding capacity will be the limiting factor. In the event that the holding capacity for these areas is changed, these staging ceilings would have to be re-evaluated.

A transfer of staging ceiling from Bethesda/Chevy Chase to Bethesda CBD is recommended by the Planning Board (Final) Draft Master Plan for Bethesda CBD. The recommended transfer is 5,000 jobs and 1,600 housing units. Because the Master Plan is expected to be adopted before the AGP Ceiling Element, the Planning Board's recommended ceiling transfer is reflected in the draft staging ceilings and net remaining capacities shown in this chapter. If the Master Plan adopted by the County Council modifies this recommendation, then the recommended staging ceilings will be modified to reflect this change.

This document does not address potential transportation staging ceilings associated with methodological changes such as not counting freeways or a total transportation level of service. These staging ceilings depend on the resolution of policy issues which will be addressed in a Planning Department Staff Draft AGP amendment currently expected to be released early in the spring of 1994.

2. TRANSPORTATION STAGING CEILINGS

Transportation staging ceilings determine the total amount of development (existing, approved for construction, and yet-to-be approved) that can be handled by the transportation network without exceeding standards for roadway congestion. It is also referred to as the *gross staging ceiling*. The *net remaining capacity* is the amount of development that can still be approved. It is calculated by taking the gross staging ceiling and subtracting the existing base of development and the pipeline of approved (but as yet unbuilt) development. Each infrastructure improvement that adds transportation capacity also provides additional staging ceiling. The amount of additional ceiling depends not only on the transportation improvement itself, but also in large part on background land use and transportation network conditions. To the extent possible, staff has attempted to associate specific staging ceiling increments with specific road improvements to help guide the Capital Improvements Programming process.

Staging ceilings are set for both housing units and jobs. There is no general rule for the trade-off between housing and jobs, which depends very much upon local conditions. Countywide there is approximately 1 job for every resident worker, or 1.5 jobs per household. This does not imply that there is a local balance everywhere, nor that every resident worker is employed in the county. However, areas with better balance between jobs and housing units can accommodate more development at the same congestion standard than areas which are largely imbalanced, as the road system usage is less peaked. Roads in areas with a great deal of housing and less jobs will generally be able to accommodate more than 1.5 additional local jobs for every housing unit. Typically, roads in employment centers can handle more than 1 additional local housing unit for every 1.5 jobs. This is because a worker living among more employment opportunities than the typical resident, such as in a CBD, will have shorter than average trip lengths, and thus have less impact on the road network. Similarly, a job located in a sea of housing will more likely draw a nearby worker who will have a shorter than average commuting distance, with less impact on the road network.

A. Current FY94 Transportation Staging Ceilings

The FY94 adopted ceilings (see Tables 1 and 2) provide positive net remaining capacity in twelve policy areas for housing and nine policy areas for jobs. When the FY94 AGP was adopted in June, there was remaining staging ceiling for 22,621 housing units and 29,111 jobs. Currently, six policy areas have negative net remaining capacity for housing and eight have negative net remaining capacity for jobs. This compares favorably with conditions the year before, when nine areas were negative for housing and twelve for jobs. Also in June, three new policy areas were created around the Metrorail stations in North Bethesda.

Staging ceilings are implicitly set at the zoning holding capacity for the rural Group I areas of Clarksburg, Darnestown/Travilah, Poolesville, Goshen, Patuxent, and Upper Rock Creek. It is expected that water and sewer service and Local Area Transportation Review constrain development in the Group I areas. In addition, staging ceilings in the Germantown Town Center, Grosvenor, Potomac, and Silver Spring/Takoma Park policy areas have been set at the estimate of zoned holding capacity.

Since the Council adopted the FY94 AGP, no new policy areas have entered a jobs or housing subdivision moratorium. The following lists those policy areas in a subdivision moratorium and those areas where there is a positive net remaining under FY94 staging ceilings.

Policy Areas
Under FY94 Transportation Staging Ceilings
(Pipeline as of September 30, 1993)

Housing Moratorium

Aspen Hill
Cloverly
Damascus
Fairland/White Oak
Montgomery Village/Airpark
North Potomac

Jobs Moratorium

Cloverly
Derwood/Shady Grove
Fairland/White Oak
Gaithersburg City
Montgomery Village/Airpark
North Potomac
R & D Village
Rockville City

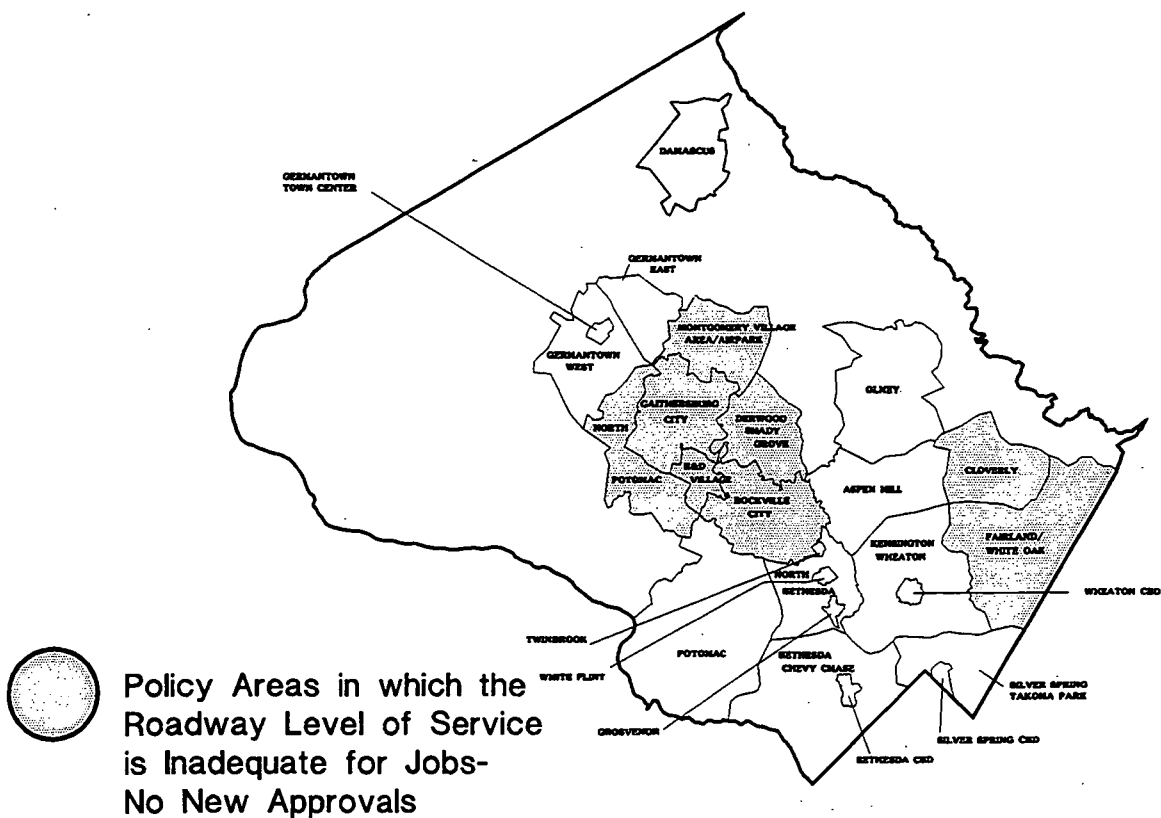
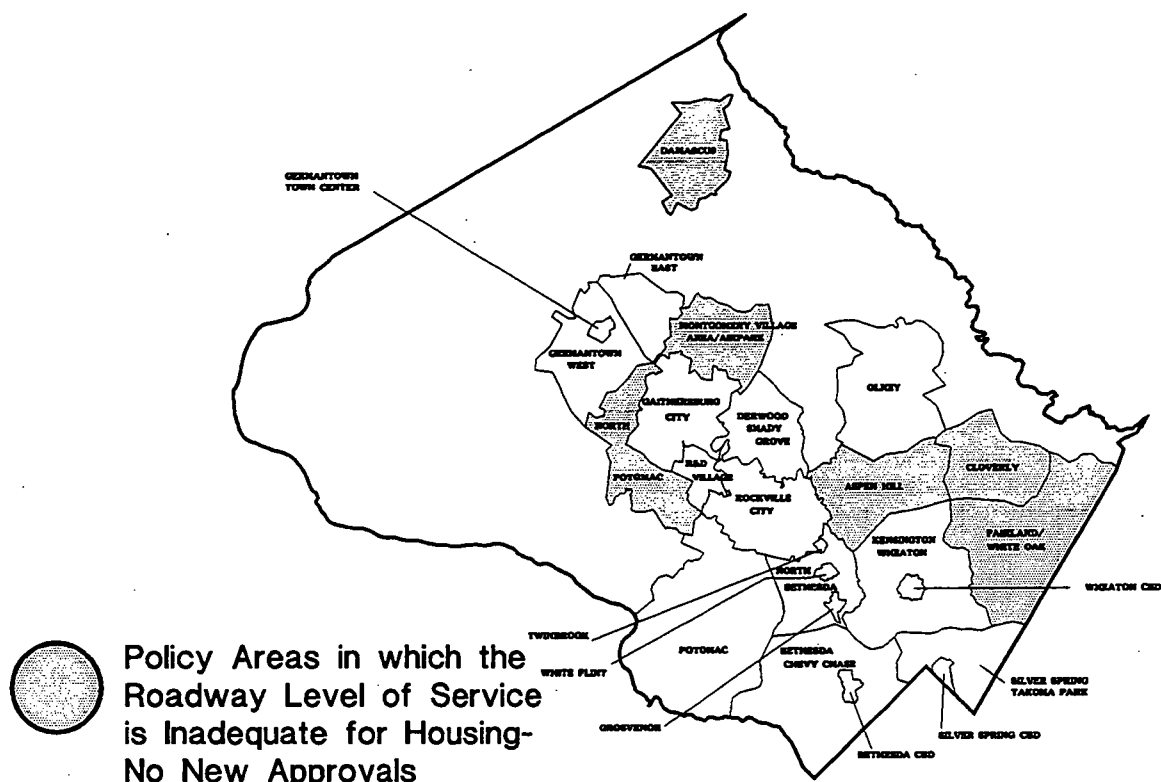
Positive Housing Ceiling

Bethesda CBD
Bethesda Chevy Chase
Derwood/Shady Grove
Gaithersburg City
Germantown East
Germantown Town Center
Germantown West
Kensington/Wheaton
Grosvenor
(continued)

Positive Jobs Ceiling

Aspen Hill
Bethesda CBD
Bethesda/Chevy Chase
Damascus
Germantown East
Germantown Town Center
Germantown West
Kensington/Wheaton
Grosvenor
(continued)

FY 94 AGP ADOPTED (AS OF 9/30/93)



FY 95 AGP RECOMMENDED (AS OF 9/30/93)

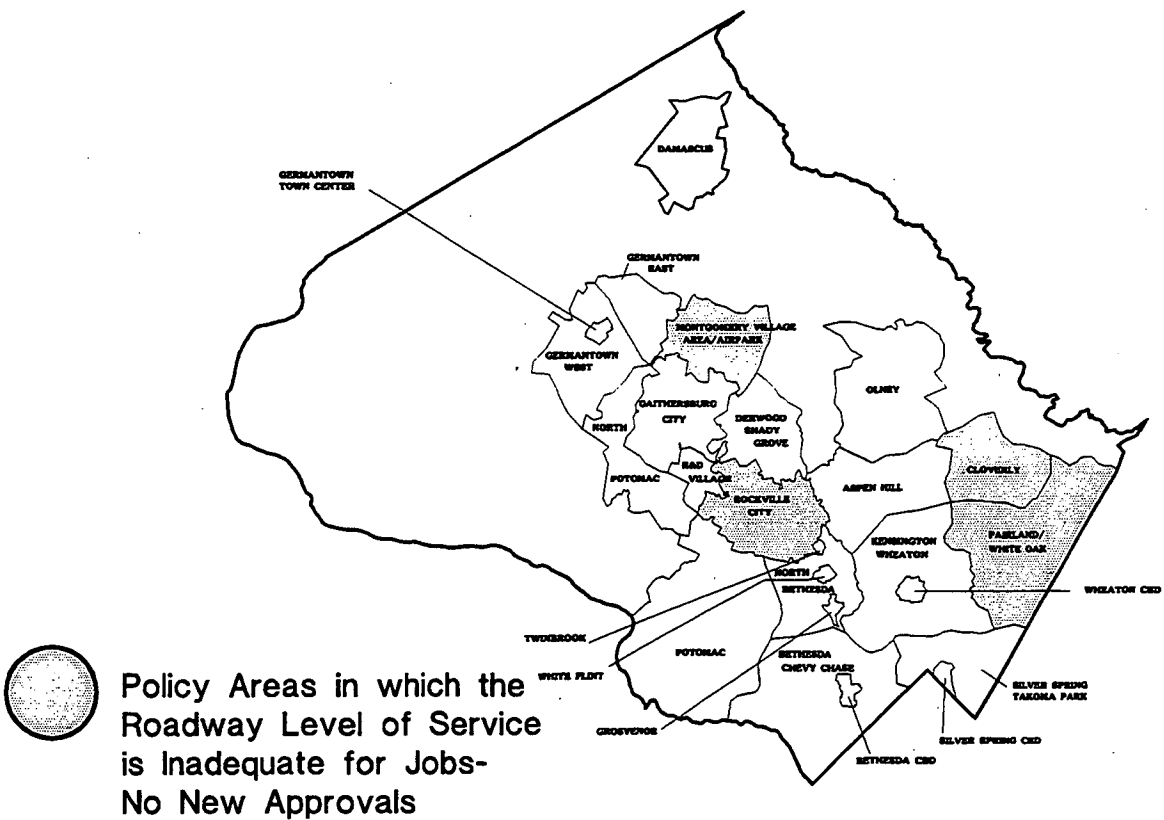
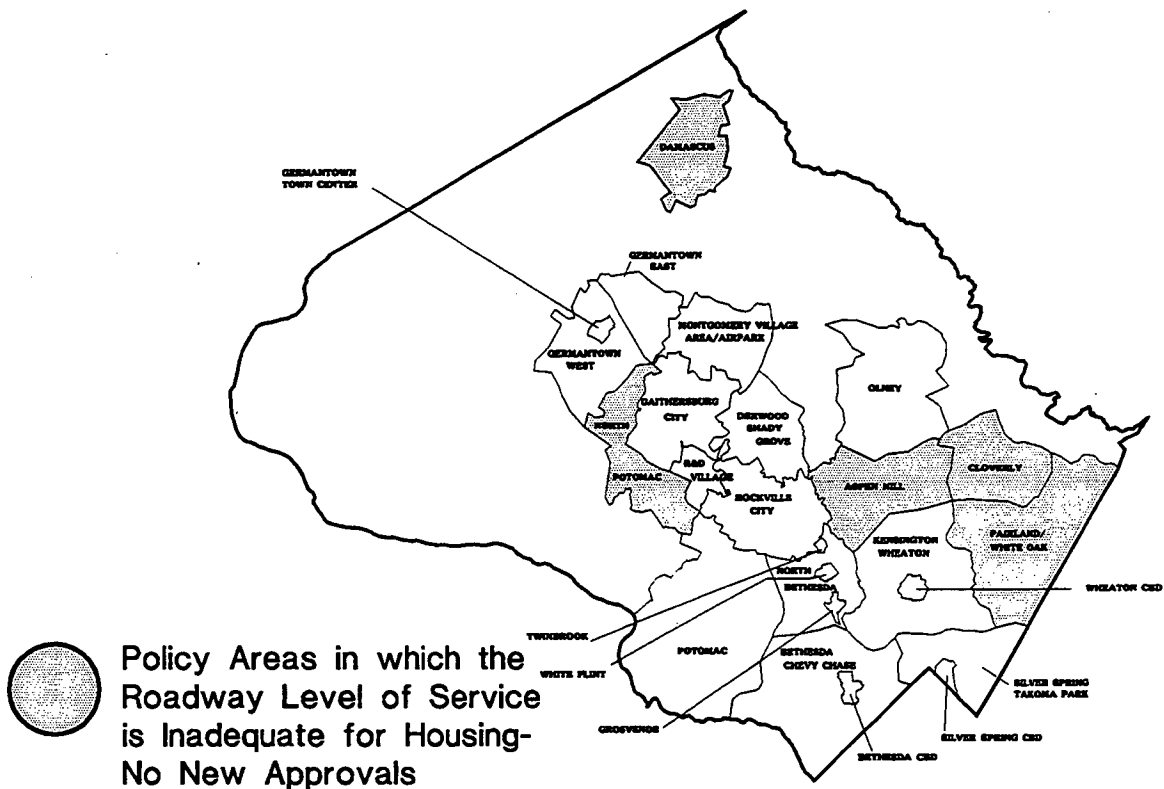


Table 1
HOUSING
Transportation Staging Ceiling Capacity Using
FY 94 & Draft FY 95 Net Ceilings
January 1, 1993 Base

Policy Areas	Pipeline 9/30/93 A	FY 94 Net Housing Ceilings B	FY 94 Remain- ing Capacity C=B-A	FY 95 Draft Net Housing Ceiling D	FY 95 Remain- ing Capacity E=D-A	Difference in Remaining Capacities F=E-C
Aspen Hill	2,439	(2,709)	(5,148)	(2,709)	(5,148)	0
Bethesda CBD	223	723	500	2,323	2,100	1,600
Bethesda/Chevy Chase	855	3,265	2,410	1,665	810	(1,600)
Cloverly	423	(1,286)	(1,709)	(1,286)	(1,709)	0
Damascus	343	(625)	(968)	(625)	(968)	0
Derwood/Shady Grove	95	1,474	1,379	1,474	1,379	0
Fairland/White Oak	1,290	(1,171)	(2,461)	(1,171)	(2,461)	0
Gaithersburg City	1,865	3,409	1,544	3,409	1,544	0
Germantown East	3,961	4,755	794	4,755	794	0
Germantown West	3,055	3,700	645	3,700	645	0
Germantown Town Center	138	1,902	1,764	1,902	1,764	0
Grosvenor	0	1,400	1,400	1,400	1,400	0
Kensington/Wheaton	616	2,449	1,833	7,449	6,833	5,000
Montgomery Village/Airpark	1,697	(2,277)	(3,974)	1,723	26	4,000
North Bethesda	358	2,109	1,751	2,109	1,751	0
North Potomac	1,327	(3,593)	(4,920)	(1,593)	(2,920)	2,000
Olney	1,892	2,412	520	2,412	520	0
Potomac	1,402	2,873	1,471	2,873	1,471	0
R & D Village	1,765	2,071	306	2,571	806	500
Rockville City	1,249	1,352	103	1,352	103	0
Silver Spring CBD	1,987	2,665	678	2,665	678	0
Silver Spring/Takoma Park	273	2,529	2,256	2,529	2,256	0
Twinbrook	0	300	300	300	300	0
Wheaton CBD	15	1,524	1,509	1,624	1,609	100
White Flint	751	1,700	949	1,700	949	0
Totals	28,019	42,612	22,112	49,935	28,738	11,600

Notes

Group I Policy Areas (e.g., Goshen, Travilah/Darnestown) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first four years of the anticipated FY95-00 CIP or FY94-99 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling. This table does not include the estimated base level of housing, which is shown for each policy area in the Policy Area Profiles section of this document.

Although ceilings are shown for all policy areas, development in Potomac is controlled by the zoning, water and sewer constraints. Development in the Bethesda CBD is controlled by the cordon capacities established in the CBD sector plan. Development in the Silver Spring CBD is controlled by the limits established by the Silver Spring Sector Plan.

Totals are not strictly additive; negative numbers are treated as zero for summation purposes. Therefore, the mathematic formulas at the top of each column do not apply to the "totals" line.

Table 2
EMPLOYMENT
Transportation Staging Ceiling Capacity Using
FY 94 & Draft FY 95 Net Ceilings
January 1, 1993 Base

Policy Areas	Pipeline 9/30/93 A	FY 94 Net Jobs Ceilings B	FY 94 Remain- ing Capacity C=B-A	FY 95 Draft Net Jobs Ceiling D	FY 95 Remain- ing Capacity E=D-A	Difference in Remaining Capacities F=E-C
Aspen Hill	14	348	334	348	334	0
Bethesda CBD	1,679	1,984	305	6,984	5,305	5,000
Bethesda/Chevy Chase	2,638	10,847	8,209	5,847	3,209	(5,000)
Cloverly	30	(155)	(185)	(155)	(185)	0
Damascus	213	298	85	298	85	0
Derwood/Shady Grove	2,569	142	(2,427)	2,892	323	2,750
Fairland/White Oak	6,484	(1,547)	(8,031)	(1,547)	(8,031)	0
Gaithersburg City	18,358	14,412	(3,946)	18,412	54	4,000
Germantown East	15,004	15,380	376	15,380	376	0
Germantown West	9,353	10,663	1,310	10,663	1,310	0
Germantown Town Center	2,697	7,104	4,407	7,104	4,407	0
Grosvenor	0	0	0	0	0	0
Kensington/Wheaton	249	4,212	3,963	14,212	13,963	10,000
Montgomery Village/Airpark	5,734	463	(5,271)	2,713	(3,021)	2,250
North Bethesda	6,184	6,684	500	6,684	500	0
North Potomac	223	114	(109)	364	141	250
Olney	882	1,549	667	1,549	667	0
Potomac	113	2,273	2,160	2,273	2,160	0
R & D Village	6,123	3,266	(2,857)	9,516	3,393	6,250
Rockville City	21,515	9,641	(11,874)	9,641	(11,874)	0
Silver Spring CBD	8,914	9,477	563	9,477	563	0
Silver Spring/Takoma Park	887	1,524	637	1,524	637	0
Twinbrook	0	971	971	971	971	0
Wheaton CBD	115	2,778	2,663	3,778	3,663	1,000
White Flint	1,174	4,239	3,065	4,239	3,065	0
Totals	111,152	108,369	30,215	134,869	45,126	26,500

Notes

Group I Policy Areas (e.g., Goshen, Travilah/Darnestown) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first four years of the anticipated FY95-00 CIP or FY94-99 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling. This table does not include the estimated base level of housing, which is shown for each policy area in the Policy Area Profiles section of this document.

Although ceilings are shown for all policy areas, development in Potomac is controlled by the zoning, water and sewer constraints. Development in the Bethesda CBD is controlled by the cordon capacities established in the CBD sector plan. Development in the Silver Spring CBD is controlled by the limits established by the Silver Spring Sector Plan.

Totals are not strictly additive; negative numbers are treated as zero for summation purposes. Therefore, the mathematic formulas at the top of each column do not apply to the "totals" line.

Positive Housing Ceiling

(continued)

Twinbrook
White Flint
North Bethesda
Olney
Potomac
R & D Village
Rockville City
Silver Spring CBD
Silver Spring/Takoma Park
Wheaton CBD
Group I (Rural) Areas

Positive Jobs Ceiling

(continued)

Twinbrook
White Flint
North Bethesda
Olney
Potomac
Silver Spring CBD
Silver Spring/Takoma Park
Wheaton CBD
Group I (Rural) Areas

In addition to the adopted staging ceilings, the Planning Board received the following instruction in the adopted FY94 Annual Growth Policy concerning the widening of the I-270 West Spur in North Bethesda from the Y-Split to the Beltway.

"If the State Highway Administration confirms either that the additional capacity provided by the widening of the I-270 West Spur will be designated for high-occupancy-vehicle use during peak hours or that this widening project is scheduled to be completed no later than FY 97, then the Planning Board must administratively adjust the staging ceilings for housing and jobs in North Bethesda by adding 394 dwelling units and 500 jobs, respectively, and must administratively adjust the staging ceilings for jobs in the White Flint policy area by adding 2,029 jobs."

As anticipated, the State Highway Administration has publicly announced their intention to complete this project by FY 97 and open the additional lanes as HOV in the peak, as well as converting the center lanes of the I-270 mainline to HOV-2 use. In accordance with County Council instructions the above referenced adjustments are reflected in both the existing (FY94) and proposed (FY95) staging ceiling tables.

B. Recommended FY95 Transportation Staging Ceilings

The recommended staging ceilings for FY95 (see Tables 1 and 2) have been developed within a framework comparable with those for the adopted Annual Growth Policy. There are no changes in Level of Service standards, methods for measuring Level of Service, or assumptions in this analysis. The key difference between the FY94 and FY95 transportation staging ceilings is the inclusion of several road projects that are anticipated to be fully funded within the FY95-98 period which were not anticipated to be 100% funded previously.

The recommended ceilings are based on transportation projects which have 100 percent of their construction expenditures programmed within the

first five years of the approved FY94-99 CIP, the FY93-98 CTP and the Rockville CIP. This scenario assumes all transportation projects in the CIP and CTP stay on their approved schedule, just moving projects in the fifth year of the current programs into the fourth year of the new fiscal year's program.

The following projects increase the recommended FY95 transportation staging ceilings above those adopted in FY94:

■ Extension of the Metrorail Red Line from Wheaton to Glenmont

This is the last major transportation facility to be constructed in the Kensington/Wheaton policy area. The 1989 Master Plan for the area established Level of Service "D" as the appropriate standard for the area. This LOS is consistent with the Group IV rating of the area. Aside from the extension of Metrorail, the only new transportation facilities yet to be constructed are primary residential streets, for which additional staging ceiling is generally not allocated. These roads are required for site access and local area transportation review.

In and of itself, the extension of Metrorail will initially result in only a modest change in traffic patterns and transit use. Clearly, many bus riders will transfer to the Red Line at Glenmont rather than Wheaton, and similarly, many Park and Ride commuters will use the new station. The number of new riders on the system will at first be small, and traffic impacts marginal. The Glenmont Sector Plan study will review the land use and transportation recommendations for the immediate area around the station. The level of transit service in the area does not warrant setting Kensington/Wheaton as a Group V area, which would require higher train frequencies on the Red Line from Silver Spring to Glenmont.

However, because this final segment of the Red Line completes the core transportation network in Kensington/Wheaton, Planning Department staff tested the estimated zoned holding capacity for households and jobs in the Kensington/Wheaton and Wheaton CBD policy areas and found that it can be supported while maintaining LOS "D". For this reason, staff recommends that the transportation gross staging ceilings be set at the best estimate of zoned holding capacity:

Estimate of Zoned Holding Capacity

POLICY AREA	HOUSES	JOBBS
-----	-----	-----
Kensington/Wheaton	40,700	27,750
Wheaton CBD	12,500	3,450

Source: MCPD Research and Information Systems Division

There are, however, two reasons that the Planning Board may wish to defer counting this increment to staging ceiling in the FY95 AGP. The

first regards the "countability" of this project. The Glenmont Metro Station is expected to open in mid-1998, which may be the final month or so of the fourth year of the CIP or the first month or so of the fifth year. For roadway projects, the Adequate Public Facilities Ordinance requires that the project be fully funded in the first four years of the CIP or state CTP; for transit, however, the ordinance merely specifies that the project needs to be programmed. Construction is currently underway, however, and one of the reasons for counting only projects within the first four years of the CIP is to insure that a programmed project is actually constructed.

Staff would also like to point out that preparation of the Glenmont Sector Plan is currently underway. This study will re-evaluate zoning and transportation recommendations for the area. Staff can only recommend staging ceiling additions based on current zoning, and in this case, staff is recommending that the additional staging ceiling be equal to the zoned holding capacity. If the zoned holding capacity were to change, staff would recommend re-evaluating the staging ceiling. The Planning Board may wish to defer consideration of additional ceilings in the area until the Sector Plan recommendations are made and a Glenmont Metro Station Policy Area is created, possibly in FY 96. On the other hand, the Board may wish to recommend counting the additional staging ceiling now, with the proviso that the staging ceilings associated with the Metro Station will be revisited if warranted by the Glenmont Sector Plan.

- Extension of Watkins Mill Road over I-270

This project will extend Watkins Mill Road (master plan designation A-17) from west of I-270 at Clopper Road (MD 117) to east of I-270 at Frederick Avenue (MD 355) as a four lane arterial. Increased accessibility will be provided in the Gaithersburg, Montgomery Village, and North Potomac areas. Traffic will be relieved on MD 124 (Quince Orchard Road and Montgomery Village Avenue), and MD 117, while some new trips will result. This is the last planned unbuilt crossing of I-270 in the Gaithersburg area.

- Quince Orchard Road (MD 124)

This project widens Quince Orchard Road (MD 124) by two lanes from Darnestown Road (MD 28) to Longdraft Road, adjacent to the Kentlands area of Gaithersburg. Some congestion relief will result in the Gaithersburg and North Potomac areas.

- Key West Avenue

This project (master plan designation M-22) will result in major changes to the traffic patterns in the Derwood/Shady Grove, R & D Village and North Potomac policy areas. It will widen MD 28 from I-270 to

Research Blvd by two lanes and construct Key West Avenue as a six lane divided highway from Research Boulevard to the existing intersection of Gude Drive and Key West Avenue.

The following tables show which policy areas would be in moratorium and which would have positive net remaining capacity if the recommended staging ceilings were adopted. Chapter V - CIP Recommendations, contains Planning Department recommendations for new or accelerated capital projects which would help relieve the remaining moratoria on subdivision approvals.

Policy Areas
Under Recommended FY95 Transportation Staging Ceilings
(Pipeline as of September 30, 1993)

Housing Moratorium

Aspen Hill
 Cloverly
 Damascus
 Fairland/White Oak
 North Potomac

Jobs Moratorium

Cloverly
 Fairland/White Oak
 Montgomery Village/Airpark
 Rockville City

Positive Housing Ceiling

Bethesda CBD
 Bethesda/Chevy Chase
 Derwood/Shady Grove
 Gaithersburg City
 Germantown East
 Germantown Town Center
 Germantown West
 Kensington/Wheaton
 Montgomery Village/Airpark
 Grosvenor
 Twinbrook
 White Flint
 North Bethesda (Remainder)
 Olney
 Potomac
 R & D Village
 Rockville City
 Silver Spring CBD
 Silver Spring/Takoma Park
 Wheaton CBD
 Group I (Rural) Areas

Positive Jobs Ceiling

Aspen Hill
 Bethesda CBD
 Bethesda/Chevy Chase
 Damascus
 Derwood/Shady Grove
 Gaithersburg City
 Germantown East
 Germantown Town Center
 Germantown West
 Kensington/Wheaton
 Grosvenor
 Twinbrook
 White Flint
 North Bethesda (Remainder)
 North Potomac
 Olney
 Potomac
 R & D Village
 Silver Spring/Takoma Park
 Wheaton CBD
 Group I (Rural) Areas

C. Net Remaining Capacities by Policy Area, 1982 to FY95

Tables 3 and 4 show how net remaining capacities have changed over the years in each policy area. Shaded policy areas are in moratorium for

new subdivision approvals. The policy area that has been in deficit the longest is Cloverly, which has been in moratorium for housing since 1982.

These tables also show how policy areas have been restructured over time. For example, the greater Gaithersburg area was a single policy area until 1986, when it was divided into two policy areas, East and West. In FY92, these were further subdivided into Derwood/Shady Grove, Gaithersburg City, Montgomery Village/Airpark, North Potomac, and R&D Village.

D. Changes in the Pipeline Since Adoption of FY94 AGP

Tables 5 and 6 show that there have been only modest changes to the residential and non-residential pipelines of approved development. The major exceptions are the approval of 3,264 jobs in the City of Rockville and the approval of 683 jobs in the Silver Spring CBD.

Tables 6 and 7 show subdivision approval activity in moratorium areas since the FY94 AGP's adoption. Approvals can occur in moratorium areas for a number of reasons, but so far this fiscal year, occurred for one of only two reasons: the housing approved was *de minimis* (very small scale); the non-residential development was approved in Rockville, which is not controlled by the AGP.

HOUSING

Table 3

Net Remaining Capacity Under Transportation Staging Ceilings FYs 1982-1995

	Comprehensive Planning Policies						Annual Growth Policy								
	Count 50%			Count 80%	Count 100%	Count 100%	Count 100%								
	First			First	First	First	First								
	6 Years			6 Years	6 Years	4 Years	4 Years								
	(1)			(2)	(3)	(4)	(5)								
	1982	1983	1984	1985	1986	1986a	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	
Bethesda/Chevy Chase	2,072	2,313	3,249	3,112	3,354	3,198	2,764	3,497	2,185	2,109	2,339	2,438	2,415	815	
Bethesda CBD	NA	NA	NA	NA	NA	NA	NA	1,013	798	798	500	500	500	2,100	
Cloverly	(1,157)	(1,860)	(1,928)	(1,992)	(1,794)	(1,804)	(1,480)	(1,168)	(2,048)	(2,057)	(2,105)	(2,135)	(1,709)	(1,709)	
Damascus	NA	NA	NA	NA	(2,120)	(1,620)	(1,274)	(664)	(668)	(821)	(804)	(968)	(970)	(968)	
Fairland/White Oak	1,351	(992)	(295)	(2,133)	(1,571)	(2,573)	(1,908)	(3,668)	(3,113)	(2,418)	(2,626)	(2,456)	(2,458)	(2,461)	
Galithersburg Area	2,764	74	2,811	(1,354)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Galithersburg East	NA	NA	NA	NA	1,455	2,452	3,215	2,013	1,832	1,707	NA	NA	NA	NA	
Galithersburg West	NA	NA	NA	NA	2,174	286	2,846	1,576	(723)	2,621	NA	NA	NA	NA	
Derwood/Shady Grove	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,392	1,379	1,379	1,379	
Galithersburg City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2,339	1,803	1,635	1,544	
Montgomery Village/Airpark	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,220)	(3,973)	(3,973)	28	
North Potomac	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,858)	(4,914)	(4,920)	(2,920)	
R&D Village	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(594)	306	306	806	
Germantown East	(1,677)	(1,695)	(1,718)	(1,817)	(2,227)	(2,227)	(1,573)	130	1,388	489	63	47	795	794	
Germantown West	(6,947)	(11,031)	(11,651)	(5,580)	(2,736)	(9,736)	(1,860)	543	0	(776)	(775)	1,143	705	645	
Germantown Town Center	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	(36)	1,764	1,764	
Kensington/Wheaton/Aspen Hill	5,174	3,415	3,946	2,015	845	836	721	1,982	NA	NA	NA	NA	NA	NA	
Aspen Hill	NA	NA	NA	NA	NA	NA	NA	NA	(4,116)	(5,132)	(5,137)	(5,145)	(5,148)	(5,148)	
Kensington/Wheaton	NA	NA	NA	NA	NA	NA	NA	NA	2,382	2,254	1,972	1,849	1,837	6,833	
Wheaton CBD	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,509	1,509	1,509	1,609	
North Bethesda	2,037	3,235	3,199	3,103	1,003	503	(270)	(173)	(392)	1,372	1,368	2,824	NA	NA	
Grosvenor	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,400	1,400	
Twinbrook	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	300	300	
White Flint	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	900	949	
North Bethesda	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1,751	1,751	
Olney	2,587	1,970	2,387	1,019	924	724	273	417	322	187	(637)	(704)	524	520	
Potomac	2,621	2,396	2,324	1,931	NA	NA	1,259	2,109	2,060	1,725	1,675	1,642	1,656	1,471	
Rockville	NA	NA	NA	NA	NA	NA	NA	1,486	1,467	1,941	NA	NA	NA	NA	
Rockville City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	163	163	163	103	
Silver Spring/Takoma Park	7,199	6,985	3,040	2,916	2,848	1,836	617	578	502	470	1,300	2,294	2,294	2,256	
Silver Spring CBD	NA	NA	NA	NA	NA	NA	3,000	3,348	1,684	1,684	1,372	1,183	1,183	678	

JOBS
Table 4
Net Remaining Capacity Under Transportation Staging Ceilings FYs 1982-95

	Comprehensive Planning Policies						Annual Growth Policy									
	Count 50%			Count 80%	Count 100%	Count 100%	Count 100%									
	First			First	First	First	First									
	6 Years			6 Years	6 Years	4 Years	4 Years									
	(1)			(2)	(3)	(4)	(5)									
	1982	1983	1984	1985	1986	1986a	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95	Draft	
Bethesda/Chevy Chase	10,006	6,305	7,314	6,383	583	468	1,756	10,312	10,122	10,005	8,955	7,231	8,209	3,209		
Bethesda CBD	NA	NA	NA	NA	NA	NA	NA	303	175	(29)	318	305	305	5,305		
Cloverly	489	480	437	218	218	500	307	(93)	(185)	(185)	(185)	(185)	(185)	(185)		
Damascus	NA	NA	NA	NA	(1,845)	(1,845)	608	665	352	273	140	85	85	85		
Fairland/White Oak	6,203	2,874	3,161	2,279	(241)	(241)	(4,171)	(9,496)	(9,959)	(11,627)	(11,709)	(8,531)	(8,031)	(8,031)		
Galithersburg Area	14,671	13,245	21,133	22,886	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		
Galithersburg East	NA	NA	NA	NA	8,488	6,238	(1,642)	(4,658)	(4,857)	(6,377)	NA	NA	NA	NA		
Galithersburg West	NA	NA	NA	NA	12,673	5,193	3,805	4,713	3,312	(1,010)	NA	NA	NA	NA		
Derwood/Shady Grove	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(2,324)	(2,424)	(2,427)	323		
Galithersburg City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,902)	(3,918)	(3,948)	54		
Montgomery Village/Airpark	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(5,636)	(5,266)	(5,266)	(3,021)		
North Potomac	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(104)	(104)	(109)	141		
R&D Village	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(4,357)	(2,857)	(2,857)	3,393		
Germantown East	629	608	1,571	1,308	(264)	(247)	(1,221)	2,989	562	2	(62)	(124)	376	376		
Germantown West	4,430	(5,850)	(5,857)	(2,404)	(2,737)	(6,737)	425	2,015	302	(1,227)	(1,298)	(1,740)	1,310	1,310		
Germantown Town Center	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	0	4,407	4,407		
Kensington/Wheaton/Aspen Hill	4,884	4,771	5,753	5,496	3,554	3,477	8,169	6,214	NA	NA	NA	NA	NA	NA		
Aspen Hill	NA	NA	NA	NA	NA	NA	NA	NA	272	334	334	334	334	334		
Kensington/Wheaton	NA	NA	NA	NA	NA	NA	NA	NA	6,210	6,150	3,963	3,963	3,963	13,963		
Wheaton CBD	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2,748	2,748	2,748	3,663		
North Bethesda	6,924	6,483	6,465	296	(2,230)	(2,730)	(1,277)	(431)	(3,435)	(2,835)	(1,947)	(7,573)	NA	NA		
Grosvenor	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	0		
Twinbrook	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	971	971		
White Flint	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	3,085	3,085		
North Bethesda	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	500	500		
Olney	614	501	2,728	2,711	612	607	458	17	153	55	(313)	(323)	667	667		
Potomac	0	0	0	0	NA	NA	2,467	2,768	2,768	2,181	2,181	2,165	2,160	2,160		
Rockville	NA	NA	NA	NA	NA	NA	NA	1,635	1,507	(3,587)	NA	NA	NA	NA		
Rockville City	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	(6,974)	(8,920)	(8,610)	(11,874)		
Silver Spring/Takoma Park	15,338	14,365	11,042	10,446	421	2,421	500	356	5	(108)	392	637	637	637		
Silver Spring CBD	NA	NA	NA	NA	NA	NA	3,000	3,348	457	441	941	242	1,939	563		

Source: Montgomery County Planning Department, Research Division, September 30, 1993

Notes to Tables 3 and 4

- (1) Transportation improvements had to be at least 50% funded within the next 6 years.
- (2) Transportation improvements had to be at least 80% funded within the next 6 years.
- (3) Transportation improvements had to be 100% funded within 6 years.
- (4) Transportation improvements had to be 100% funded within 4 years.
- (5) Before the FY 89 AGP, the acceptable level of service standard for Fairland/White Oak was established as LOS D. The FY 89 AGP changed this standard to LOS C/D.

Policy Area Definitions

Many changes in policy area boundaries have been made since the first Comprehensive Planning Policies Report in 1982. The following summarizes these changes. This summary does not include minor boundary adjustments, which have affected a number of policy areas. Information on such minor adjustments can be found in the respective Planning Department reports over the 1982-90 period.

Bethesda/Chevy Chase was subdivided into the Bethesda CBD and Bethesda/Chevy Chase policy areas in the FY 89 AGP.

Damascus was created as a new policy area, out of the rural Group I areas, in 1986.

Derwood/Shady Grove is the new name of the former Derwood/Needwood/Washington Grove/Shady Grove policy area.

Gaithersburg was subdivided into Gaithersburg East and Gaithersburg West policy areas in 1986.

Gaithersburg East was further subdivided into Montgomery Village, Derwood/Needwood/Washington Grove/Shady Grove in the FY92 AGP, with part of Gaithersburg East becoming part of the City of Gaithersburg policy area.

Gaithersburg West was further subdivided into North Potomac and R&D Village policy area in the FY92 AGP, with part of Gaithersburg West becoming part of the City of Gaithersburg policy area.

Germantown West was subdivided into the Germantown Town Center and Germantown West policy areas in the FY92 AGP.

Kensington/Wheaton/Aspen Hill was subdivided into Kensington/Wheaton and Aspen Hill policy areas in the FY 90 AGP.

North Bethesda was subdivided into Grosvenor, Twinbrook, White Flint, and the North Bethesda in the FY94 AGP.

Silver Spring/Takoma Park was subdivided into the Silver Spring CBD and Silver Spring/Takoma Park policy areas in the FY 88 AGP.

Rockville was subdivided into Rockville City, with part of Rockville becoming part of Derwood/Needwood/Washington Grove/Shady Grove, and R&D Village in the FY92 AGP.

HOUSING

Table 5

Change in the Residential Pipeline From 6/30/93 to 9/30/93

Policy Area	Pipeline 6/30/93 (1992 Base)	Changes Due to New Approvals				Errors Reported Since 6/30/93	B+C+D+E+F	A+G
		Plans Approved by M-NCPPC	Plans Approved by Cities	Sewer Additions	Technical Changes		Total Changes in Pipeline	Pipeline 9/30/93 1992 Base
							A	B
Aspen Hill	2,511	0	0	0	0	0	0	2,511
Bethesda CBD	223	0	0	0	0	0	0	223
Bethesda/Chevy Chase	880	2	0	0	0	0	2	882
Cloverly	440	0	0	0	0	0	0	440
Damascus	343	1	0	0	0	0	1	344
Derwood/Shady Grove	127	0	0	0	0	0	0	127
Fairland/White Oak	1,468	3	0	0	0	0	3	1,471
Gaithersburg City	2,294	0	91	0	0	0	91	2,385
Germantown East	4,220	1	0	0	0	0	1	4,221
Germantown West	3,135	60	0	0	0	0	60	3,195
Germantown Town Center	138	0	0	0	0	0	0	138
Grosvenor	0	0	0	0	0	0	0	0
Kensington/ Wheaton	653	3	0	0	0	0	3	656
Montgomery Village/Airpark	1,983	0	0	0	0	0	0	1,983
North Bethesda	359	0	0	0	0	0	0	359
North Potomac	1,488	0	0	0	0	0	0	1,488
Olney	2,189	4	0	0	0	0	4	2,193
Potomac	1,304	185	0	0	0	0	185	1,489
R & D Village	1,832	0	0	0	0	0	0	1,832
Rockville City	1,201	0	60	0	0	0	60	1,261
Silver Spring CBD	2,704	0	0	0	0	0	0	2,704
Silver Spring/Takoma Park	253	26	0	0	0	0	26	279
Twinbrook	0	0	0	0	0	0	0	0
Wheaton CBD	31	0	0	0	0	0	0	31
White Flint	751	0	0	0	0	0	0	751
TOTAL (units)	30,527	285	151	0	0	0	436	30,963

Source: Montgomery County Planning Department, Research Division, October 1993

JOBS

Table 6

Change in the Employment Pipeline From 6/30/93 to 9/30/93

Policy Area	Pipeline 6/30/93 (1992 Base)	Changes Due to New Approvals				Technical Changes	Errors Reported Since 6/30/93		
		Plans Approved by M-NCPPC	Plans Approved by Cities	Public Buildings	Building Permit Approvals on "Loophole" Properties			B+C+D+E+F	A+H
								Total Changes in Pipeline	Pipeline 9/30/93 1992 Base
	A	B	C	D	E	F	G	H	I
Aspen Hill	14	0	0	0	0	0	0	0	14
Bethesda CBD	1,696	0	0	0	0	0	0	0	1,696
Bethesda/Chevy Chase	2,638	0	0	0	0	0	0	0	2,638
Cloverly	30	0	0	0	0	0	0	0	30
Damascus	294	0	0	0	0	0	0	0	294
Derwood/Shady Grove	2,628	0	0	0	0	0	0	0	2,628
Fairland/White Oak	6,530	0	0	0	0	0	0	0	6,530
Gaithersburg City	18,796	0	0	0	0	0	0	0	18,796
Germantown East	15,004	0	0	0	0	0	0	0	15,004
Germantown West	9,353	0	0	0	0	0	0	0	9,353
Germantown Town Center	2,697	0	0	0	0	0	0	0	2,697
Grosvenor	0	0	0	0	0	0	0	0	0
Kensington/ Wheaton	254	0	0	0	0	0	0	0	254
Montgomery Village/Airpark	5,729	5	0	0	0	0	0	5	5,734
North Bethesda	10,324	0	0	0	0	0	0	0	10,324
North Potomac	223	0	0	0	0	0	0	0	223
Olney	947	0	0	0	0	0	0	0	947
Potomac	128	0	0	0	0	0	0	0	128
R & D Village	6,423	0	0	0	0	0	0	0	6,423
Rockville City	18,267	0	3,264	0	0	0	0	3,264	21,531
Silver Spring CBD	8,580	683	0	0	0	0	0	683	9,263
Silver Spring/Takoma Park	905	0	0	0	0	0	0	0	905
Twinbrook	0	0	0	0	0	0	0	0	0
Wheaton CBD	65	85	0	0	0	0	0	85	150
White Flint	1,174	0	0	0	0	0	0	0	1,174
TOTAL (units)	112,699	773	3,264	0	0	0	0	4,037	116,736

Source: Montgomery County Planning Department, Research Division, October 1993

CHAPTER 3

Public School
Capacities

III. PUBLIC SCHOOL CAPACITIES

1. The AGP Schools Test

Since FY 89, the Council has tested public school capacity for the County's 21 high school clusters to determine if there is sufficient capacity to support additional preliminary plan approvals during that fiscal year. Each of the three grade levels -- elementary, middle, and high school -- is assessed separately. The Council compares forecast enrollment in each high school cluster four years out to the capacity that is programmed in the fourth year of the CIP.

For APFO purposes, school capacity is considered adequate for a cluster if forecast enrollment does not exceed 110 percent of the Council funded program capacity. If sufficient capacity is not available in the immediate cluster, the Council looks to see if an adjacent cluster or clusters have sufficient capacity to cover the projected deficit in school capacity for APFO purposes. If these combined clusters do not have sufficient capacity, then schools are considered inadequate for APFO purposes and the Planning Board will be unable to approve a new preliminary plan in that cluster for the next fiscal year.

2. September 1998 Public Schools Capacities

Based on the Superintendent's Requested FY95-00 CIP, all high school clusters have adequate capacity at all three grade levels to support the September 1998 forecast.

If the requested capacity is retained in the adopted FY95-00 CIP, the Planning Board, in its review of preliminary plans of subdivisions during fiscal year 1995, can consider schools to be adequate in all clusters.

The following tables show how the AGP Schools test is applied using information provided in the Superintendent's Requested FY94-99 CIP.

MIDDLE SCHOOLS BY CLUSTER

Table 10•

Comparison of 1998 MCPS Projected Middle School Enrollment to 110% of 1998 Program Capacity
Provided by the Superintendent's Recommended FY 95-00 MCPS CIP

Enrollment

School Policy Areas (High School Cluster)	September 1998 Enrollment Projected by MCPS (as of 11/93)
Bethesda-Chevy Chase	1,012
Blair	2,492
Churchill	1,555
Damascus	1,273
Einstein	1,226
Galthersburg	2,056
Walter Johnson	1,306
Kennedy	1,287
Magruder	981
R. Montgomery	951
Paint Branch	1,722
Poolesville*	
Quince Orchard	1,728
Rockville	951
Seneca Valley	2,014
Sherwood	2,054
Springbrook	1,654
Watkins Mill	1,488
Wheaton	1,046
Whitman	1,223
Wootton	856
Total	28,875

Capacity

100% of Program Capacity With Superintendent's Recommended FY 95-00 CIP	Capacity Available or (Deficit)
903	(109)
2,521	29
1,616	61
1,270	(3)
1,151	(75)
2,075	19
1,120	(186)
1,589	302
788	(193)
973	22
1,734	12
1,796	68
942	(9)
1,980	(34)
1,850	(204)
1,932	278
1,643	155
1,055	9
1,121	(102)
824	(32)
28,883	8

AGP Test

110% of Program Capacity With Superintendent's Recommended FY 95-00 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Above 110%, What is an Adjacent Cluster with Add'l Avail. Capacity?	AGP Test Result - Capacity is:
993	(19)	Einstein (40)	Adequate
2,773	281	----	Adequate
1,778	223	----	Adequate
1,397	124	----	Adequate
1,266	40	----	Adequate
2,283	227	----	Adequate
1,232	(74)	Churchill (223)	Adequate
1,748	461	----	Adequate
867	(114)	Galthersburg (227)	Adequate
1,070	119	----	Adequate
1,907	185	----	Adequate
1,976	248	----	Adequate
1,036	85	----	Adequate
2,178	164	----	Adequate
2,035	(19)	Paint Branch (185)	Adequate
2,125	471	----	Adequate
1,807	319	----	Adequate
1,161	115	----	Adequate
1,233	10	----	Adequate
906	50	----	Adequate
31,771	2,896		

Enrollment Projections by Montgomery County Public Schools; Cluster Capacity as stated in the Superintendent's Recommended FY95-00 CIP.

*Poolesville's middle and high school are one facility. Projections are in high school table.

MIDDLE SCHOOLS BY CLUSTER

Table 13

Comparison of 1998 MCPS Projected Middle School Enrollment to 110% of 1998 Program Capacity
Provided by the Superintendent's Recommended FY 95-00 MCPS CIP

Enrollment

School Policy Areas (High School Cluster)	September 1998 Enrollment Projected by MCPS (as of 11/93)
Bethesda-Chevy Chase	1,012
Blair	2,492
Churchill	1,555
Damascus	1,273
Einstein	1,226
Gaithersburg	2,056
Walter Johnson	1,306
Kennedy	1,287
Magruder	981
R. Montgomery	951
Paint Branch	1,722
Poolesville*	
Quince Orchard	1,728
Rockville	951
Seneca Valley	2,014
Sherwood	2,054
Springbrook	1,654
Watkins Mill	1,488
Wheaton	1,046
Whitman	1,223
Wootton	856
Total	28,875

Capacity

100% of Program Capacity With Superintendent's Recommended FY 95-00 CIP	Capacity Available or (Deficit)
903	-12.1%
2,521	1.2%
1,616	3.8%
1,270	-0.2%
1,151	-8.5%
2,075	0.9%
1,120	-16.6%
1,589	19.0%
788	-24.5%
973	2.3%
1,734	0.7%
1,796	3.8%
942	-1.0%
1,980	-1.7%
1,850	-11.0%
1,932	14.4%
1,643	9.4%
1,055	0.9%
1,121	-9.1%
824	-3.9%
28,883	0.0%

AGP Test

110% of Program Capacity With Superintendent's Recommended FY 95-00 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Above 110%, What is an Adjacent Cluster with Add'l Avail. Capacity?	AGP Test Result - Capacity is:
993	(19)	Einstein (40)	Adequate
2,773	281	----	Adequate
1,778	223	----	Adequate
1,397	124	----	Adequate
1,266	40	----	Adequate
2,283	227	----	Adequate
1,232	(74)	Churchill (223)	Adequate
1,748	461	----	Adequate
867	(114)	Gaithersburg (227)	Adequate
1,070	119	----	Adequate
1,907	185	----	Adequate
1,976	248	----	Adequate
1,036	85	----	Adequate
2,178	164	----	Adequate
2,035	(19)	Paint Branch (185)	Adequate
2,125	471	----	Adequate
1,807	319	----	Adequate
1,161	115	----	Adequate
1,233	10	----	Adequate
906	50	----	Adequate
31,771	2,896		

Enrollment Projections by Montgomery County Public Schools; Cluster Capacity as stated in Superintendent's Recommended FY95-00 CIP.

*Poolesville's middle and high school are one facility. Projections are in high school table.

1000
1000
1000
1000

ELEMENTARY SCHOOLS BY CLUSTER

Table 9

Comparison of 1998 MCPS Projected Elementary School Enrollment to 110% of 1998 Program Capacity
Provided by the Superintendent's Recommended FY 95-00 MCPS CIP

Enrollment		Capacity		AGP Test			
School Policy Areas (High School Cluster)	September 1998 Enrollment Projected by MCPS (as of 11/93)	100% of Program Capacity With Superintendent's Recommended FY 95-00 CIP	Capacity Available or (Deficit)	110% of Program Capacity With Superintendent's Recommended FY 95-00 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Above 110%, What is an Adjacent Cluster with Add'l Avail. Capacity?	AGP Test Result - Capacity is:
Bethesda-Chevy Chase	2,805	3,093	288	3,402	597	---	Adequate
Blair	4,661	5,248	587	5,773	1,112	---	Adequate
Churchill	2,169	2,421	252	2,663	494	---	Adequate
Damascus	2,841	3,272	431	3,599	758	---	Adequate
Einstein	2,840	3,064	224	3,370	530	---	Adequate
Gaithersburg	4,232	4,984	752	5,482	1,250	---	Adequate
Walter Johnson	2,652	2,710	58	2,981	329	---	Adequate
Kennedy	2,635	2,440	(195)	2,684	49	---	Adequate
Magruder	3,685	3,556	(129)	3,912	227	---	Adequate
R. Montgomery	2,318	2,481	163	2,729	411	---	Adequate
Paint Branch	3,548	3,874	326	4,261	713	---	Adequate
Poolesville	911	919	8	1,011	100	---	Adequate
Quince Orchard	3,687	3,990	303	4,389	702	---	Adequate
Rockville	2,205	2,667	462	2,934	729	---	Adequate
Seneca Valley	5,169	5,107	(62)	5,618	449	---	Adequate
Sherwood	2,945	2,841	(104)	3,125	180	---	Adequate
Springbrook	3,662	4,247	585	4,672	1,010	---	Adequate
Watkins Mill	3,224	3,280	56	3,608	384	---	Adequate
Wheaton	2,526	2,682	156	2,950	424	---	Adequate
Whitman	2,096	2,109	13	2,320	224	---	Adequate
Wootton	2,789	3,103	314	3,413	624	---	Adequate
Total	63,600	68,088	4,488	74,897	11,297		

Enrollment Projections by Montgomery County Public Schools; Cluster Capacity as stated in the Superintendent's Recommended FY95-00 CIP.

HIGH SCHOOLS BY CLUSTER

Table 11

Comparison of 1998 MCPS Projected High School Enrollment to 110% of 1998 Program Capacity
Provided by the Superintendent's Recommended FY 95-00 MCPS CIP

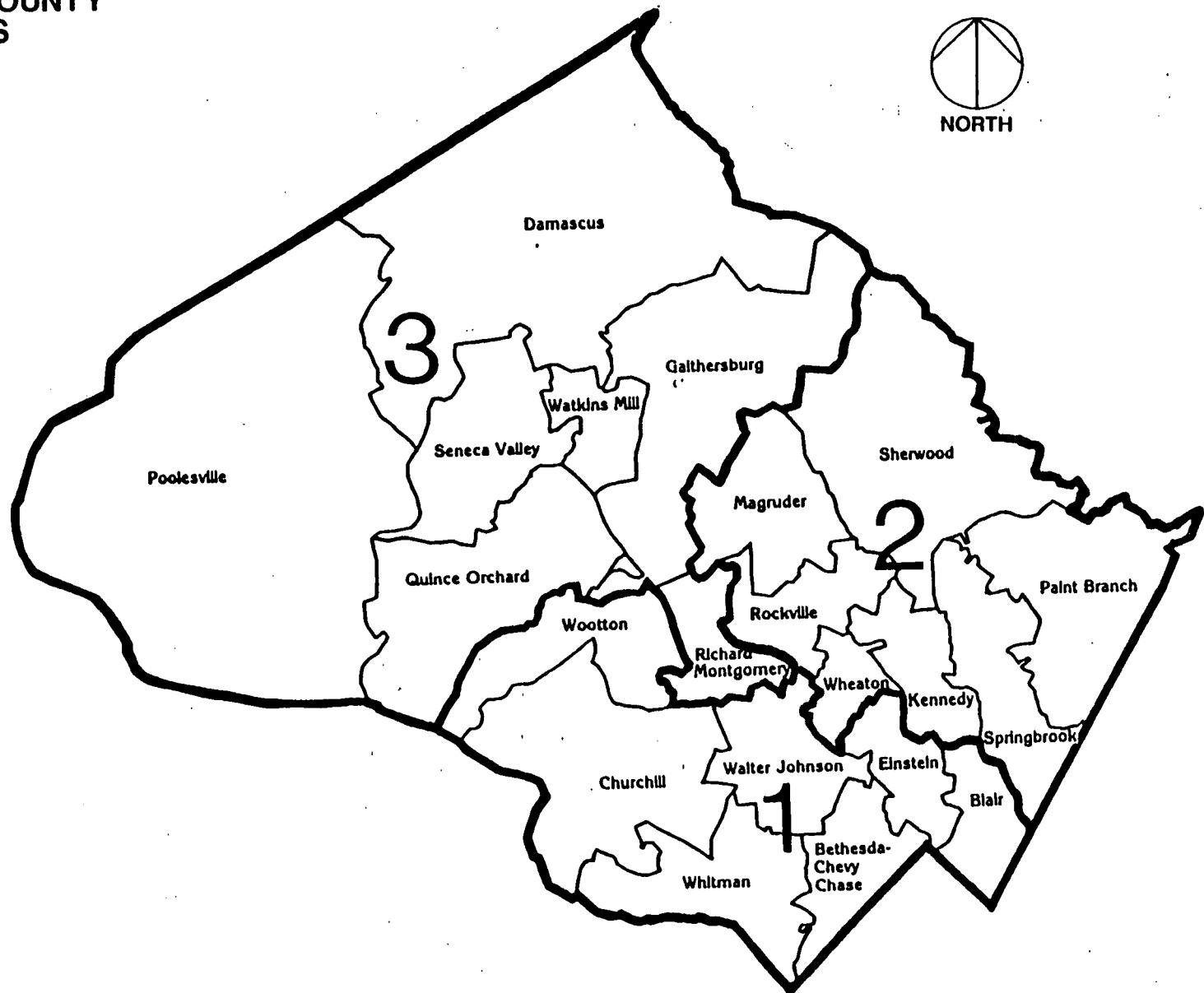
Enrollment		Capacity		AGP Test			
School Policy Areas (High School Cluster)	September 1998 Enrollment Projected by MCPS (as of 11/93)	100% of Program Capacity With Superintendent's Recommended FY 95-00 CIP	Capacity Available or (Deficit)	110% of Program Capacity With Superintendent's Recommended FY 95-00 CIP	AGP Test 1: What Is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Above 110%, What Is an Adjacent Cluster with Add'l Avail. Capacity?	AGP Test Result - Capacity Is:
Bethesda-Chevy Chase	1,412	1,508	96	1,659	247	----	Adequate
Blair	2,714	2,400	(314)	2,640	(74)	Springbrook (427)	Adequate
Churchill	1,575	1,498	(77)	1,648	73	----	Adequate
Damascus	1,545	1,486	(59)	1,635	90	----	Adequate
Einstein	1,411	1,426	15	1,569	158	----	Adequate
Gaithersburg	2,069	1,883	(186)	2,071	2	----	Adequate
Walter Johnson	1,508	1,480	(28)	1,628	120	----	Adequate
Kennedy	1,548	1,262	(286)	1,388	(160)	Sherwood (424)	Adequate
Magruder	1,999	1,598	(401)	1,758	(241)	Sherwood (424)	Adequate
R. Montgomery	1,655	1,513	(142)	1,664	9	----	Adequate
Paint Branch	1,935	2,325	390	2,558	623	----	Adequate
Poolesville	1,129	1,036	(93)	1,140	11	----	Adequate
Quince Orchard	2,240	2,353	113	2,588	348	----	Adequate
Rockville	1,299	1,273	(26)	1,400	101	----	Adequate
Seneca Valley	2,100	2,344	244	2,578	478	----	Adequate
Sherwood	1,841	2,059	218	2,265	424	----	Adequate
Springbrook	2,290	2,470	180	2,717	427	----	Adequate
Watkins Mill	1,958	1,858	(100)	2,044	86	----	Adequate
Wheaton	1,288	1,205	(83)	1,326	38	----	Adequate
Whitman	1,621	1,548	(73)	1,703	82	----	Adequate
Woolton	1,617	1,558	(59)	1,714	97	----	Adequate
Total	36,754	36,083	(671)	39,691	2,937		

Enrollment Projections by Montgomery County Public Schools; Cluster Capacity as stated in the Superintendent's Recommended FY95-00 CIP.

Poolesville's middle and high school are one facility. Projections include grades 6-12.

Totals include Blair HS capacity of 2,400. Northeast HS allocated to Paint Branch (700), Sherwood (350), and Springbrook (400). Also Northwest HS allocated to Quince Orchard HS (478) and Seneca Valley (729). Additions to other high schools in County Council approved CIP, and in place by September 1998 included.

**MONTGOMERY COUNTY
PUBLIC SCHOOLS**
HIGH SCHOOL CLUSTERS



CHAPTER 4

**Policy Area
Profiles**

IV. POLICY AREA PROFILES

1. INTRODUCTION

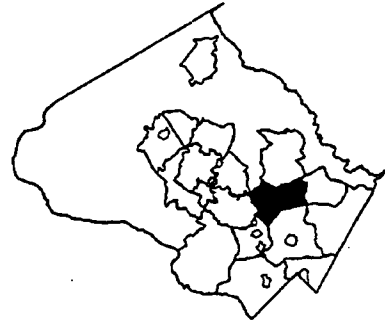
The AGP's Policy Area Transportation Review was applied in Chapter II to set staging ceilings for each of Montgomery County's non-rural policy areas. Staging ceilings show how much residential and non-residential development can be accommodated by the existing and programmed transportation network. The question of how well-balanced land development and transportation facilities are in Montgomery County is best answered on a policy-area-by-policy-area basis, since each policy area's situation is unique.

Subdivision moratoria are imposed when the amount of existing and approved development in an area exceeds the capacity of the existing and programmed transportation network. For this reason, policy areas in subdivision moratorium are the Planning Department's priority for transportation improvements.

There are three ways in which subdivision moratoria can be alleviated. These are:

- Program additional road improvements for 100 percent funding within the first four years of the County, State, or city CIPs. This can result in improvement of the average area wide highway level of service through increased road capacity;
- Program facilities and services that would significantly improve various characteristics of transit availability and use to change an area's level of service group. These improvements could include better transit coverage, frequency, and accessibility (with initiatives such as expanded bus or rail service, sidewalk and bike path construction, and park-and-ride and bike-and-ride facility improvements) and the implementation of policies that influence the non-automobile driver mode share for residents or workers in the area. Under the County's AGP, more traffic congestion is considered acceptable where there is a greater availability and use of non-automobile driver modes of transportation; and/or
- Change the policy area's transportation level of service standard to accept more congestion.

These profiles describe the transportation conditions in each policy area, including transit availability, accessibility, and use. For policy areas in subdivision moratorium, the profile identifies possible roadway and/or transit network improvements that would help relieve capacity deficits. These include the Planning Department's latest priority recommendations to the Montgomery County Department of Transportation for projects that would raise a policy area's ceiling. The other projects mentioned are also important, but funding will not likely be available for many of them in the near-term.



ASPEN HILL

Transit Level of Service: *Group III*

Moratorium for: *Housing*

Moratorium due to: *Existing Base of Development*

Aspen Hill Ceilings	Jobs	Housing
FY94 Gross Ceiling	6,692	19,509
1993 Base	6,344	22,218
Pipeline (9/30/93)	14	2,439
FY94 Net Remaining	334	-5,148
Draft FY95 Gross Ceiling	6,692	19,509
Draft FY95 Net Remaining	334	-5,148

Aspen Hill Profile	Number	Rank
Draft Job Queue (9/30/93)	6	19
Draft Housing Queue (9/30/93)	29	18
Jobs/Housing Ratio	0.29	22
Land Area in Square Miles	12.54	6

Aspen Hill is in moratorium for housing because its existing base of development causes the area's level of service to be more congested than its current Group III LOS standard.

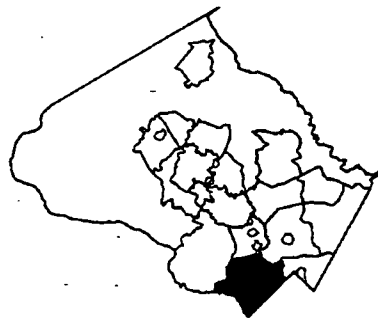
Background: Aspen Hill's location between the I-270 and the I-95 development corridors makes the policy area susceptible to cross-county traffic. Its moderate level of transit service qualifies it as a Group III area. Aspen Hill is well served by buses and residents can use park-and-ride spaces at Aspen Hill Shopping Center, the Wheaton and Twinbrook Metro stations and the garage at Glenmont. Aspen Hill has a moderate supply of sidewalks, limited bicycle paths, and no secure bicycle parking serving transit.

Auto/Transit Usage: In 1990, 89 percent of work trips made by Aspen Hill residents are made by driving a car, compared to 86 percent in 1987. Two-thirds of the access to Metro from this policy area is by automobile, with most of the rest by feeder bus.

Potential for Change in Group Status: Group IV status for Aspen Hill would likely result in net remaining capacity becoming positive once again. For this to happen, a variety of improvements would be needed, most notably in accessibility: sidewalks on major state roads and bicycle paths connecting residents to activity centers and transit stations and stops. Also

required: more frequent bus service, more bus stop shelters, and the implementation of traffic demand management measures to boost use of modes other than the automobile.

Recommended Capital Projects: Two important roadways were recommended in the recent Planning Board (Final) Draft Aspen Hill Master Plan. The first is the reconstruction of Norbeck Road (MD 28) from Georgia Avenue (MD 97) to Layhill Road (MD 187) as a four-lane divided roadway. The second would be to reconstruct Layhill Road (MD 187) from Norbeck Road (MD 28) to the ICC right-of-way, also as four-lane divided roadway. These two projects would provide significant additional staging ceiling to Aspen Hill, which has been in moratorium for housing since it was created in FY 91.



BETHESDA/CHEVY CHASE and BETHESDA CBD

Transit Level of Service: Group V
Not in Moratorium

Bethesda/Chevy Chase Ceilings	Jobs	Housing
<i>FY94 Gross Ceiling</i>	56,298	34,023
<i>1993 Base</i>	45,451	30,758
<i>Pipeline (9/30/93)</i>	2,638	855
<i>FY94 Net Remaining</i>	8,209	2,410
<i>Draft FY95 Gross Ceiling</i>	51,298	32,423
<i>Draft FY95 Net Remaining</i>	3,209	810

Bethesda/Chevy Chase Profile	Number	Rank
<i>Draft Job Queue (9/30/93)</i>	29	18
<i>Draft Housing Queue (9/30/93)</i>	30	15
<i>Jobs/Housing Ratio</i>	1.48	12
<i>Land Area in Square Miles</i>	20.17	3

Bethesda CBD Ceilings	Jobs	Housing
<i>FY94 Gross Ceiling</i>	40,464	5,701
<i>1993 Base</i>	38,480	4,978
<i>Pipeline (9/30/93)</i>	1,679	223
<i>FY94 Net Remaining</i>	305	500
<i>Draft FY95 Gross Ceiling</i>	45,464	7,301
<i>Draft FY95 Net Remaining</i>	5,305	2,100

Bethesda CBD Profile	Number	Rank
Draft Job Queue (9/30/93)	2,329	4
Draft Housing Queue (9/30/93)	100	13
Jobs/Housing Ratio	7.73	4
Land Area in Square Miles	.66	20

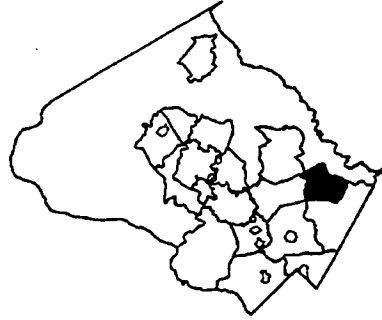
Background: Bethesda/Chevy Chase's transit service coverage is very good (nearly nine out of ten households are within walking distance of transit). Bus frequency is good and Metrorail frequency is very good at the three stations in the area. There is a good supply of sidewalks but outside the CBDs, sidewalks are very narrow along major roads. Bicycle paths and lanes are limited, as is secure bicycle parking serving transit. There is a moderate supply of park-and-ride spaces (primarily in public garages in Bethesda and private garages in Bethesda and Friendship Heights).

Auto/Transit Usage: Although 59 percent of Bethesda CBD residents use a car to get to work, about 80 percent of the residents of the surrounding B-CC policy area do. In 1987, roughly seven out of ten work trips both to and from Bethesda/Chevy Chase were made by car. The majority of Metrorail users arrive by foot, with the rest evenly split between feeder bus and automobile.

Potential for Change in Group Status: Modest improvements in accessibility (especially in the provision of bicycle paths accessing activity centers, shopping centers, and nearby transit stations), improvements in bus frequency, and traffic demand management measures to boost use of modes other than the automobile, could help reduce traffic congestion in Bethesda/Chevy Chase.

Recommended Capital Projects: Bethesda CBD is a high priority development area for Montgomery County. The recently transmitted Bethesda CBD Planning Board (Final) Draft Master Plan identifies intersections which need to be improved to accommodate the impact of new development in the CBD. In the FY94 AGP, the Planning Board recommended that intersection improvements for Bethesda CBD and surrounding areas be incorporated into a CIP project.

CLOVERLY



Transit Level of Service: Group II
 Moratorium for: Jobs and Housing
 Moratorium due to: Existing Base of Development

Cloverly Ceilings	Jobs	Housing
FY94 Gross Ceiling	392	3,382
1993 Base	547	4,618
Pipeline (9/30/93)	30	423
FY94 Net Remaining	-185	-1,709
Draft FY95 Gross Ceiling	392	3,332
Draft FY95 Net Remaining	-185	-1,709

Cloverly Profile	Number	Rank
Draft Job Queue (9/30/93)	0	25
Draft Housing Queue (9/30/93)	453	5
Jobs/Housing Ratio	0.12	24
Land Area in Square Miles	9.96	11

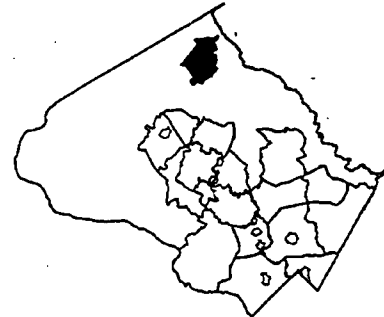
Cloverly is in moratorium for housing and jobs because its existing base of development causes the area's level of service to be more congested than its Group II standard. This area has been in moratorium for new subdivisions that produce housing since 1982 when the Planning Board first adopted the Comprehensive Planning Policies Report.

Background: Cloverly has limited bus service, no rail service, and marginal pedestrian and bicycle accessibility to transit, shopping, or employment. Few subdivision streets have sidewalks and these are not well connected, as most major roads in the area lack sidewalks. There are a few bikeways in the area, but no secure bicycle parking spaces serving transit access. Less than half of Cloverly's residents live within walking distance of transit, but they do have access to a limited number of park-and-ride spaces at Wheaton and Silver Spring.

Auto/Transit Usage: In 1990, over 90 percent of work trips by Cloverly residents were made by driving a car, up slightly from 1987. The few Metro users who reside in Cloverly use automobiles for access to transit, many using the park-and-ride lots in the Fairland/White Oak area.

Potential for Change in Group Status: Substantial improvements in bus service frequency, coverage, and accessibility, along with traffic demand management measures could enable Cloverly to become a Group III policy area.

Recommended Capital Projects: The highest priority project for Cloverly to help relieve the moratorium on new subdivision approvals would be the construction of the Norbeck-Spencerville Connector from MD 198 to MD 28 as four lanes divided. This road is programmed as two lanes and to be completed in FY 99 -- so it won't be available to be counted for staging ceiling until next fiscal year. Cloverly has been in moratorium for housing since 1982 and for jobs since FY 89.



DAMASCUS

Transit Level of Service: *Group II*
 Moratorium for: *Housing*
 Moratorium due to: *Existing Base of Development*

Damascus Ceilings	Jobs	Housing
FY94 Gross Ceiling	2,273	1,915
1993 Base	1,975	2,540
Pipeline (9/30/93)	213	343
FY94 Net Remaining	85	-968
Draft FY95 Gross Ceiling	2,273	1,915
Draft FY95 Net Remaining	85	-968

Damascus Profile	Number	Rank
Draft Job Queue (9/30/93)	732	7
Draft Housing Queue (9/30/93)	114	12
Jobs/Housing Ratio	0.78	14
Land Area in Square Miles	9.60	13

Background: The base level of housing units in Damascus causes this area's congestion to exceed its current Group II LOS standard, so that the area is currently in moratorium for new subdivisions that produce households.

The Damascus area has a moderate level of transit service coverage, with about half of households within walking distance of transit. However, that transit service is marginal in terms of its frequency, averaging less than two buses per AM peak hour on the routes in the area. There is no rail service in the area, but limited frequency MARC service is in Germantown West and a moderate level of Metro service is at the more distant Shady Grove station.

Auto/Transit Usage: Over 92 percent of work trips to and from Damascus are made by driving a car. About half of the Metro users who reside in Damascus use automobiles for access to transit and the others use feeder buses.

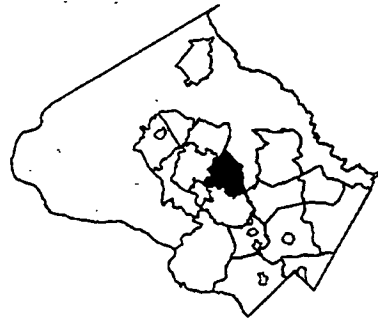
Potential for Change in Group Status: Damascus could become a Group III Area only through substantial improvements in transit accessibility (especially sidewalks and bicycle access to transit routes), provision of more frequent bus transit services, and traffic demand management measures to boost use of non-auto modes.

Improved pedestrian access would consist of sidewalks on both sides of the street on all major roads and along smaller roads near the Damascus town center, and on at least one side of the street along most other roads in the area. There are currently no bicycle paths or lanes in Damascus. The Montgomery County Bikeway Plan suggests a bikeway going north from Germantown and the Great Seneca Park towards Damascus through Magruder Branch Park.

Recommended Capital Projects: One of the Planning Department's priority CIP projects is the second phase of A-12 (MD 124), from MD 108/MD 124 to MD 27. Phase I of this project was completed in 1993 and Phase II is expected to enter the facility planning process in FY95. In its FY94 AGP, the Planning Board recommended that this project be moved through design to construction as rapidly as possible. The 1982 Damascus Master Plan notes that this extension would help distribute through traffic over the roadway network and reduce rush hour congestion. Damascus has been in moratorium for housing since 1986.

DERWOOD/SHADY GROVE

Transit Level of Service: Group III
 Moratorium for: Jobs
 Moratorium due to: Pipeline Plus Existing
 Base of Development



Derwood/Shady Grove Ceilings	Jobs	Housing
FY94 Gross Ceiling	23,337	7,142
1993 Base	23,195	5,668
Pipeline (9/30/93)	2,569	95
FY94 Net Remaining	-2,427	1,379
Draft FY95 Gross Ceiling	26,087	7,142
Draft FY95 Net Remaining	323	1,379

Derwood/Shady Grove Profile	Number	Rank
Draft Job Queue (9/30/93)	5,194	3
Draft Housing Queue (9/30/93)	249	8
Jobs/Housing Ratio	4.09	9
Land Area in Square Miles	9.12	14

Derwood/Shady Grove is currently in moratorium for jobs because approved development, when added to the existing base, causes the area's transportation level of service to be more congested than its Group III standard.

Background: About two-thirds of the area's households and three-fourths of the area's jobs are within walking distance of transit. Bus frequency is good, Metrorail service at the Shady Grove station is moderate, and commuter rail service is available at Washington Grove and nearby at the Rockville station. While the number of parking spaces in the park-and-ride lots and garage at the Shady Grove station is greater than at any other station in the Washington area, these spaces are used by the entire upcounty area as well as by residents from Frederick, Carroll, and Howard counties. Sidewalks and bikeways are not well connected to the Metro station, shopping areas, or employment and there is a poor number of secure bicycle parking spaces at the Shady Grove Metro station.

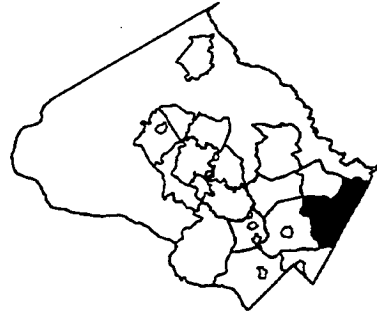
Auto/Transit Usage: Over eight out of ten Derwood/Shady Grove residents get to work by driving a car, about the same level as in 1987. About three quarters of Metro users who reside in this area use automobiles for access to transit, although feeder buses account for a modest share of access as well.

Potential for Change in Group Status: This area could become Group IV area with more frequent rail service on MARC and/or Metro, improvements in pedestrian and bicycle access to transit stations, employment, and shopping, and traffic demand measures to increase the non-automobile driver mode share. In the longer run, the Corridor Cities transit project is expected to provide substantial additional staging ceiling capacity in this area.

Recommended Capital Projects: Because several recommended roadway projects have been programmed and can now be counted for AGP purposes, the Planning Department is recommending that the Derwood/Shady Grove Policy Area come out of moratorium in FY95. One of these is the project to widen MD 28 and to construct a six-lane divided highway from Research Boulevard to Gude Drive/Key West Avenue.

FAIRLAND/WHITE OAK

Transit Level of Service: Group III
 Moratorium for: Jobs and Housing
 Moratorium due to: Existing Base of
 Development



Fairland/White Oak Ceilings	Jobs	Housing
FY94 Gross Ceiling	23,331	24,311
1993 Base	24,866	25,482
Pipeline (9/30/93)	6,484	1,290
FY94 Net Remaining	-8,031	-2,461
Draft FY95 Gross Ceiling	23,319	24,311
Draft FY95 Net Remaining	-8,031	-2,461

Fairland/White Oak Profile	Number	Rank
Draft Job Queue (9/30/93)	72	17
Draft Housing Queue (9/30/93)	617	2
Jobs/Housing Ratio	.98	13
Land Area in Square Miles	20.87	2

Fairland/White Oak is in moratorium for both jobs and housing because the existing base of residential and non-residential development causes this area to exceed its current Group III LOS standard.

Background: Transit service coverage in the Fairland/White Oak area is moderate and frequency is good. The area is not served by rail, although some residents do use the Silver Spring or Wheaton Metro stations. There is an extensive supply of park-and-ride lots within the area and at Metro stations in adjacent areas. Fairland/White Oak has a moderate supply of sidewalks, bicycle paths and lanes, but conditions for crossing major roads are often poor for both pedestrians and cyclists. There are no secure bicycle parking spaces serving transit access.

Auto/Transit Usage: Eighty-six percent of work trips by Fairland/White Oak residents are made by driving a car. Six out of seven work trips by area workers are made by driving a car. Almost half of the access to Metro in this policy area is by automobile, with most of the rest by feeder bus.

Potential for Change in Group Status: Key among the improvements needed to raise the area to Group IV status would be frequent express bus service to and from the Silver Spring Metrorail station. Expanded local circulation bus service coupled with improved sidewalks and bicycle facilities along major roads would also enhance access to activity centers, contributing to a Group IV status.

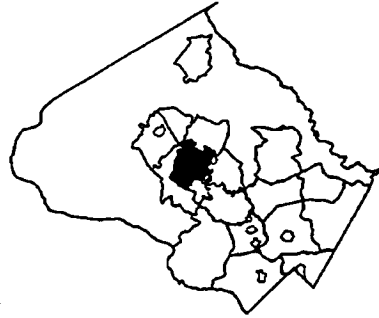
Traffic demand management measures to boost the non-automobile driver mode share in this area would also facilitate somewhat higher staging ceilings in the Wheaton and Silver Spring CBD areas, which are currently restrained, in part, by upstream traffic from Fairland/White Oak.

Recommended Capital Projects: Acceleration of certain CIP projects in the Fairland/White Oak Policy Area are among the highest priorities of the Planning Department. These include Fairland Road East (Columbia Pike to Prince George's County Line), Robey Road (Briggs Chaney Road to Greencastle Road), Briggs Chaney Road Phase II (Castle Boulevard to Fairland Road), and Stewart Lane Extension Bridge (Stewart Lane to Lockwood Drive). The Planning Department recognizes that Briggs Chaney Road Phase II is expected to begin the facility planning process in FY95 and encourages rapid completion of the planning and design to enable construction. In addition the Planning Department recommends a new CIP project to reconstruct Old Columbia Pike.

In its FY94 AGP, the Planning Board urged that priority be given to these Fairland/White Oak projects. The policy area has been in moratorium for housing since 1986 and for jobs since 1983.

CITY OF GAITHERSBURG

Transit Level of Service: *Group III*
 Level of Service Exceeded, is Not Subject to
 County Review



Gaithersburg Ceilings	Jobs	Housing
FY94 Gross Ceiling	54,562	21,321
1993 Base	40,150	17,912
Pipeline (9/30/93)	18,358	1,865
FY94 Net Remaining	-3,946	1,544
Draft FY95 Gross Ceiling	58,562	21,321
Draft FY95 Net Remaining	54	1,544

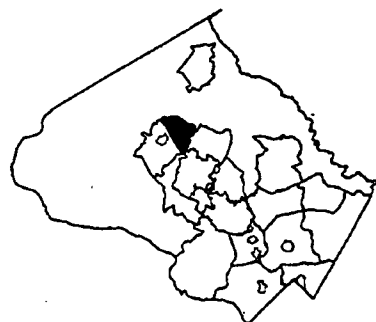
Gaithersburg Profile	Number	Rank
Draft Job Queue (9/30/93)	0	24
Draft Housing Queue (9/30/93)	0	25
Jobs/Housing Ratio	2.24	11
Land Area in Square Miles	10.67	9

The base plus a large pipeline of approved development in Gaithersburg City causes this area to exceed its current Group III LOS standard. However, the City of Gaithersburg does not administer the AGP or the APFO in its review of proposed development, so the area is not in moratorium.

Background: Gaithersburg has a moderate level of bus service, three MARC trains at two stations in the AM peak hour, and frequent Metrorail service in an adjacent policy area at the Shady Grove Metro station. Although nearly nine out of ten households are within walking distance of transit, the primary method of transit access is the automobile. Sidewalks are not well connected to the MARC or Metro stations or to shopping and employment areas and are lacking on many major roads. The area has bikeways, but there is a poor level of secure bicycle parking at transit stations. Park-and-ride service is very good at the two MARC stations and Lake Forest Mall, as well as some at the Shady Grove Metro station.

Auto/Transit Usage: About 94 percent of work trips made by Gaithersburg residents are made by driving a car, along with seven out of eight work trips made by workers in Gaithersburg. The majority of Metro users who reside in this area use automobiles for access to transit, although feeder buses account for a moderate share of access as well. Pedestrian and bicycle access to the Metro and MARC is rather poor.

Potential for Change in Group Status: The City of Gaithersburg could become a Group IV Area with the extension of a transitway beyond Shady Grove, significant improvements in accessibility to transit, provision of more frequent transit services, and traffic demand management measures to boost use of modes other than the automobile.



GERMANTOWN EAST

Transit Level of Service: *Group II*
Not in Moratorium

Germantown East Ceilings	Jobs	Housing
FY94 Gross Ceiling	18,867	9,786
1993 Base	3,487	5,031
Pipeline (9/30/93)	15,004	3,961
FY94 Net Remaining	376	794
Draft FY95 Gross Ceiling	18,867	9,786
Draft FY95 Net Remaining	376	794

Germantown East Profile	Number	Rank
Draft Job Queue (9/30/93)	10,406	1
Draft Housing Queue (9/30/93)	365	6
Jobs/Housing Ratio	0.69	15
Land Area in Square Miles	5.96	17

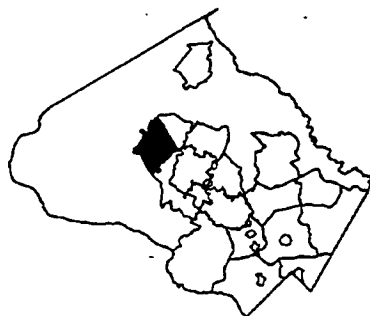
Germantown East came out of moratorium for jobs in FY94 due to the programming of a package of roadway improvement projects in the three Germantown policy areas.

Background: Less than six out of ten area households are within walking distance of transit. No rail service is located in this area, although limited frequency MARC service is available in nearby Germantown West and moderately frequent Metro service is available in the more distant Shady Grove area. Bus service frequency is good, but overall transit access is limited or marginal because subdivision sidewalks are not well-connected to activity centers and there are no bikeways or secure bicycle parking spaces at the MARC station nearby.

Auto/Transit Usage: Almost 88 percent of Germantown residents use a car to get to work. The vast majority of Metro users who reside in Germantown use automobiles for access to transit, although feeder buses account for a small share of access as well.

Potential for Change in Group Status: This area could become a Group III area with major improvements in accessibility (such as sidewalks and bicycle access to transit, shopping, and employment centers), provision of better transit services, and application of traffic demand management measures that increase non-automobile driver mode shares.

In the long term, the Corridor Cities transitway project would provide substantial additional jobs and housing capacity for Germantown East.



GERMANTOWN WEST and GERMANTOWN TOWN CENTER

Transit Level of Service: Group II
Not in Moratorium

Germantown West Ceilings	Jobs	Housing
FY94 Gross Ceiling	17,099	17,979
1993 Base	6,436	14,279
Pipeline (9/30/93)	9,353	3,055
FY94 Net Remaining	1,310	645
Draft FY95 Gross Ceiling	17,099	17,979
Draft FY95 Net Remaining	1,310	645

Germantown West Profile	Number	Rank
Draft Job Queue (9/30/93)	5,992	2
Draft Housing Queue (9/30/93)	4,453	1
Jobs/Housing Ratio	0.45	20
Land Area in Square Miles	10.76	8

Germantown Town Center Ceilings	Jobs	Housing
FY94 Gross Ceiling	9,653	1,911
1993 Base	2,549	9
Pipeline (9/30/93)	2,697	138
FY94 Net Remaining	4,407	1,764
Draft FY95 Gross Ceiling	9,653	1,911
Draft FY95 Net Remaining	4,407	1,764

Germantown Town Center Profile	Number	Rank
Draft Job Queue (9/30/93)	799	6
Draft Housing Queue (9/30/93)	500	4
Jobs/Housing Ratio	283.22	2
Land Area in Square Miles	0.48	22

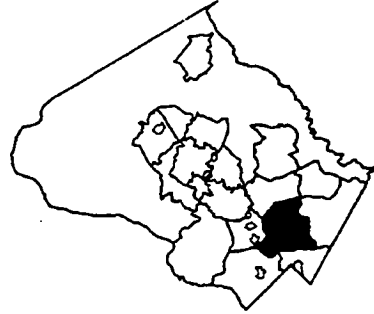
Germantown West came out moratorium for both jobs and housing due to the programming of a package of roadway improvement projects in the three Germantown policy areas. Germantown Town Center came out moratorium for both jobs and housing in FY94 due to the programming of a package of roadway improvement projects in the three Germantown policy areas.

Background: Almost three-fourths of Germantown West's households are within walking distance of transit, bus service frequency is good, and rail service (MARC) frequency is limited. Accessibility to transit is hampered because sidewalks and bikeways are fragmented and the MARC station park-and-ride lot has a limited number of spaces and no secure bicycle parking.

Auto/Transit Usage: Almost nine out of ten Germantown residents drive a car to get to work. The majority of Metro users who reside in Germantown use automobiles for access to transit, although feeder buses account for a moderate share of access as well.

Potential for Change in Group Status: To become a Group III area, Germantown West needs increased coverage and frequency of bus service and increased frequency of MARC service. Now that increased frequency of MARC is programmed, transit accessibility needs to be improved, including more sidewalks and bicycle paths or lanes leading to the town center, the MARC station, and to shopping and employment areas. Park-and-ride spaces and greater use of transportation demand management would help to change the non-automobile driver mode share, as would enhanced coordination of bus and rail services.

In the long-term, the Corridor Cities transitway project is anticipated to provide substantial additional jobs and housing capacity for Germantown West.



KENSINGTON/WHEATON and WHEATON CBD

Transit Level of Service: Group IV
Not in Moratorium

Kensington/Wheaton	Jobs	Housing
FY94 Gross Ceiling	17,611	38,843
1993 Base	13,339	33,394
Pipeline (9/30/93)	249	616
FY94 Net Remaining	3,963	1,833
Draft FY95 Gross Ceiling	27,611	40,843
Draft FY95 Net Remaining	13,963	6,833

Kensington/Wheaton Profile	Number	Rank
Draft Job Queue (9/30/93)	221	12
Draft Housing Queue (9/30/93)	307	8
Jobs/Housing Ratio	0.40	21
Land Area in Square Miles	18.89	4

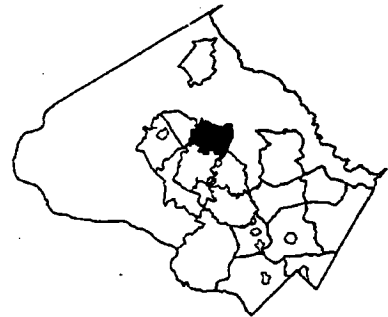
Wheaton CBD Ceilings	Jobs	Housing
FY94 Gross Ceiling	11,534	3,306
1993 Base	8,756	1,782
Pipeline (9/30/93)	115	15
FY94 Net Remaining	2,663	1,509
Draft FY95 Gross Ceiling	12,534	3,406
Draft FY95 Net Remaining	3,663	1,609

Wheaton CBD Profile	Number	Rank
Draft Job Queue (9/30/93)	195	13
Draft Housing Queue (9/30/93)	0	20
Jobs/Housing Ratio	4.91	7
Land Area in Square Miles	.76	19

Background: Kensington/Wheaton's transit service coverage is good with about five of six households within walking distance of transit. Bus frequency is very good. This area is served by two Metrorail stations and a MARC station. Transit accessibility is enhanced by a good supply of sidewalks, although many are narrow along major roads. Bike paths and lanes are limited. Street crossing conditions are often poor at major intersections. There are many park-and-ride options.

Auto/Transit Usage: Although 84 percent of the K/W residents use a car for their work commute; only 60 percent of the Wheaton CBD residents do. There is extensive use of feeder buses and automobiles to access transit, although exact figures are not available.

Potential for Change in Group Status: With increased frequency on the Metrorail line, modest improvements in accessibility (especially bicycle paths accessing activity centers), and traffic demand management measures to boost use of modes other than the automobile, Kensington/Wheaton could become a Group V Area. Because the area currently meets its average LOS standard, these measures would provide additional staging ceiling capacity.



MONTGOMERY VILLAGE/AIRPARK

Transit Level of Service: *Group II*
 Moratorium for: *Jobs and Housing*
 Moratorium due to: *Existing Base of Development*

Montgomery Village/Airpark Ceilings	Jobs	Housing
FY94 Gross Ceiling	9,910	12,076
1993 Base	9,447	14,365
Pipeline (9/30/93)	5,734	1,697
FY94 Net Remaining	-5,271	-3,974
Draft FY95 Gross Ceiling	12,160	16,076
Draft FY95 Net Remaining	-3,021	26

Montgomery Village/Airpark Profile	Number	Rank
Draft Job Queue (9/30/93)	478	7
Draft Housing Queue (9/30/93)	22	19
Jobs/Housing Ratio	0.66	16
Land Area in Square Miles	9.82	12

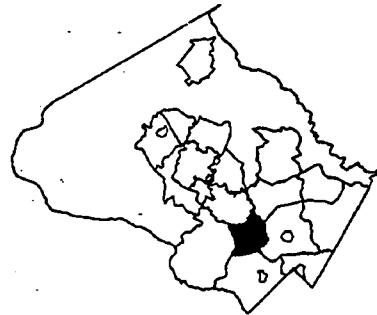
Montgomery Village/Airpark is in moratorium for both jobs and housing because its existing base of development causes the level of congestion to exceed its Group II LOS standard.

Background: The Montgomery Village area has a very good level of transit service coverage, but access is limited by the absence of sidewalks connecting to activity centers and cul-de-sac street areas. Bus frequency is moderate. There is no direct rail service, although Metrorail and MARC are reachable by car. Bikeways are fragmented and transit stations lack secure bicycle parking places.

Auto/Transit Usage: About 86 percent of the area's residents drive to work. Most of the area's Metro users drive to transit.

Potential for Change in Group Status: Montgomery Village/Airpark could become a Group III Area with significant improvements in accessibility (especially sidewalks and bicycle access to transit), provision of better transit services, frequency, and coverage, and traffic demand management measures to boost use of modes other than the automobile.

Montgomery Village was created in the policy area restructuring of FY 92 and was immediately placed in subdivision moratorium. Gaithersburg East had been in a jobs moratorium since FY 88. Several projects could potentially add staging ceiling to this policy area. The reconstruction of Goshen Road from Girard Street to Warfield Road (M-25) and the relocation of Goshen Road and Brink Road from Warfield Road to MD 124 (A-14) is a project that was deleted from the FY94 CIP. Constructing Mid-County Highway (M-83) through to Germantown would add capacity and relieve MD 355, although this project has run into some environmental constraints. Because of the programming of Watkins Mill Road extended, the Planning Department recommends that this policy area come out of moratorium for housing, although the moratorium for jobs would remain in effect.



NORTH BETHESDA, GROSVENOR, TWINBROOK, and WHITE FLINT

Transit Level of Service: Group IV
Not in Moratorium

North Bethesda Ceilings	Jobs	Housing
FY94 Gross Ceiling	63,903	14,095
1993 Base	55,278	11,986
Pipeline (9/30/93)	6,184	358
FY94 Net Remaining	500	1,751
Draft FY95 Gross Ceiling	63,903	14,095
Draft FY95 Net Remaining	500	1,751
North Bethesda Profile	Number	Rank
Draft Job Queue (9/30/93)	390	9
Draft Housing Queue (9/30/93)	31	16
Jobs/Housing Ratio	4.61	8
Land Area in Square Miles	8.25	15

Grosvenor Ceilings	Jobs	Housing
FY94 Gross Ceiling	386	4,421
1993 Base	386	3,021
Pipeline (9/30/93)	0	0
FY94 Net Remaining	0	1,400
Draft FY95 Gross Ceiling	386	4,421
Draft FY95 Net Remaining	0	1,400

Grosvenor Profile	Number	Rank
Draft Job Queue (9/30/93)	0	27
Draft Housing Queue (9/30/93)	312	7
Jobs/Housing Ratio	0.13	23
Land Area in Square Miles	.43	23

Twinbrook Ceilings	Jobs	Housing
FY94 Gross Ceiling	10,308	306
1993 Base	9,337	6
Pipeline (9/30/93)	0	0
FY94 Net Remaining	971	300
Draft FY95 Gross Ceiling	10,308	306
Draft FY95 Net Remaining	971	300

Twinbrook Profile	Number	Rank
Draft Job Queue (9/30/93)	0	21
Draft Housing Queue (9/30/93)	0	21
Jobs/Housing Ratio	1,556.2	1
Land Area in Square Miles	0.16	25

White Flint Ceilings	Jobs	Housing
FY94 Gross Ceiling	9,174	2,095
1993 Base	4,935	395
Pipeline (9/30/93)	1,174	751
FY94 Net Remaining	3,065	949
Draft FY95 Gross Ceiling	9,174	2,095
Draft FY95 Net Remaining	3,065	949

White Flint Profile	Number	Rank
Draft Job Queue (9/30/93)	0	20
Draft Housing Queue (9/30/93)	200	10
Jobs/Housing Ratio	12.49	3
Land Area in Square Miles	0.37	24

In FY94, North Bethesda came out of moratorium for jobs due to the widening of the I-270 spurs. Also, three new Metro station policy areas were created within its borders: Grosvenor, Twinbrook, and White Flint.

Background: North Bethesda's location at the junction of I-270 and the Capital Beltway puts it at the crossroads of the County's vehicular

traffic. Its good level of transit service qualifies it as a Group IV Area. It has three Metrorail stations and three MARC commuter trains during the morning peak hour. Most of the roads in the area have sidewalks but many of those along the most heavily-travelled roads are narrow. There are a few bicycle paths or lanes providing access to transit, shopping, and employment centers, but the number of secure bicycle parking spaces at the stations is limited.

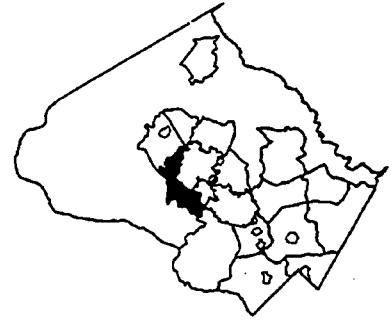
Auto/Transit Usage: About a quarter of North Bethesda residents use transit, bike, or walk to get to work, although just under half of the trips to and from Metro stations are by car, with only 5 to ten percent by feeder bus.

Potential for Change in Group Status: One of the actions that would most help North Bethesda become a Group V Area is an improvement in Metrorail frequency at White Flint and Twinbrook. This would have to be coupled with the provision of a very good level of feeder bus service, because little capacity remains at the station parking lots. If this does not occur, other significant transit, pedestrian, and bicycle improvements would have to be coupled with stronger transportation demand management measures to increase the non-automobile driver mode share.

Recommended Capital Projects: North Bethesda is no longer in development moratorium, but it is a high priority area for development in the county and additional transportation facilities will be needed to support that development. Development in the Metro Station policy areas (Grosvenor, White Flint, and Twinbrook) will require certain intersection improvements to be made to satisfy LATR/Alternative Review Procedure requirements. These improvements are described in the North Bethesda-Garrett Park Staging Amendment, October 1993 Public Hearing (Preliminary) Draft Plan and the Planning Department recommends these improvements be incorporated into a CIP project.

To provide additional staging ceiling, and to implement later phases of the Plan, the Planning Department recommends programming the Montrose Parkway. The adopted FY94 CIP contained funding for planning for a portion of the Montrose Bypass, from east of I-270 to east of MD 355. The reduced scope of the project is at best an interim solution to the east-west travel needs in the area. The Plan also identifies the direct access ramps from I-270 to Rock Spring Park and Nebel Street Extended as priority projects.

NORTH POTOMAC



Transit Level of Service: Group II
 Moratorium for: Jobs and Housing
 Moratorium due to: Existing Base of Development

North Potomac Ceilings	Jobs	Housing
FY94 Gross Ceiling	692	3,344
1993 Base	578	6,937
Pipeline (9/30/93)	223	1,327
FY94 Net Remaining	-109	-4,920
Draft FY95 Gross Ceiling	942	5,344
Draft FY95 Net Remaining	141	-2,920

North Potomac Profile	Number	Rank
Draft Job Queue (9/30/93)	133	15
Draft Housing Queue (9/30/93)	50	14
Jobs/Housing Ratio	0.08	25
Land Area in Square Miles	10.56	10

North Potomac is in moratorium for jobs and housing because its existing base of development causes this area to exceed its current Group II LOS standard.

Background: North Potomac has a marginal level of transit service coverage and frequency. Less than two out of ten households are within walking distance of transit and there are less than two buses on average per AM peak hour on the area's routes. There are no rail stations in the area, but limited MARC service is available in nearby Gaithersburg and moderate Metro service is available at the more distant Shady Grove station.

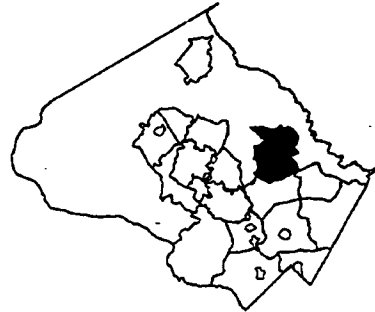
Accessibility to transit in the area is marginal to limited. Many subdivision streets and most major roads in the area lack sidewalks. There are no bikeways or secure bicycle parking spaces serving transit. Area residents can use the park-and-ride spaces at the Shady Grove Metro station, but space is limited as users from other areas share this lot.

Auto/Transit Usage: About 93 percent of North Potomac's residents drive to work, and most of the remainder access transit by automobile.

Potential for Change in Group Status: Quite substantial improvements in accessibility (especially sidewalks and bicycle access to transit, shopping, and employment), provision of more frequent and far more

extensive transit services, and traffic demand management measures would be needed to make North Potomac a Group III area.

Recommended Capital Projects: North Potomac was created out of Gaithersburg West in the policy area restructuring of FY 92. It was immediately placed in subdivision moratorium, just as Gaithersburg West had been a jobs moratorium the previous year. The most important project to relieve the moratorium in North Potomac would be the reconstruction of MD 28 from Key West Avenue to Riffleford Road as a four lane divided highway...



OLNEY

Transit Level of Service: *Group II*
Not in Moratorium

Olney Ceilings	Jobs	Housing
FY94 Gross Ceiling	5,701	10,894
1993 Base	4,152	8,482
Pipeline (9/30/93)	882	1,892
FY94 Net Remaining	667	520
Draft FY95 Gross Ceiling	5,701	10,894
Draft FY95 Net Remaining	667	520

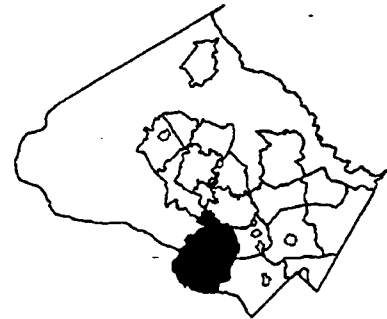
Olney Profile	Number	Rank
Draft Job Queue (9/30/93)	133	10
Draft Housing Queue (9/30/93)	573	3
Jobs/Housing Ratio	0.49	18
Land Area in Square Miles	16.93	5

Olney came out of moratorium in FY94 for both jobs and housing due to the programming of the MD 108 project.

Background: Olney's transit service coverage is moderate (three-fourths of households are within walking distance of transit). While there are no rail stations, Olney's bus service frequency is good. One of the major bus routes operates as an express from south of Aspen Hill to the Silver Spring and Wheaton Metro stations. Accessibility to transit is marginal because most major roads do not have sidewalks, there are few bikeways, and there are no secure bicycle parking spaces serving transit. Park-and-ride facilities are available at the Wheaton Metro station and at the Norbeck Road lot.

Auto/Transit Usage: About 94 percent of Olney residents use a car for their work commute. The vast majority of the Metro users who reside in Olney use automobiles to access transit; the others walk to feeder buses.

Potential for Change in Group Status: Olney might be able to become a Group III area with a significant upgrade of feeder bus service to the Wheaton-Glenmont Metro stations, in conjunction with a system of park-and-ride lots, sidewalk and bicycle facility improvements.



POTOMAC

Transit Level of Service: Group II
Not in Moratorium

Potomac Ceilings	Jobs	Housing
FY94 Gross Ceiling	11,722	18,059
1993 Base	9,449	15,186
Pipeline (9/30/93)	113	1,402
FY94 Net Remaining	2,160	1,471
Draft FY95 Gross Ceiling	11,722	18,059
Draft FY95 Net Remaining	2,160	1,471

Potomac Profile	Number	Rank
Draft Job Queue (9/30/93)	192	14
Draft Housing Queue (9/30/93)	49	15
Jobs/Housing Ratio	0.62	17
Land Area in Square Miles	29.45	1

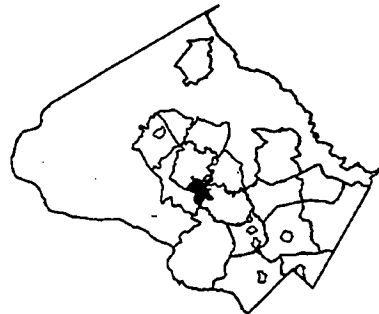
Potomac is not in moratorium because the staging ceiling is set at the zoning ceiling based on the policy in the Potomac Master Plan.

Background: Transit service coverage in Potomac is limited -- just half of the households are within walking distance of bus service, which is of limited frequency. There are no rail stations in the area.

Accessibility to transit ranges from limited to good because a low proportion of subdivision streets and few major roads have sidewalks. While the Tuckerman Lane bikeway facilitates access to the Grosvenor Metro, the station has a marginal amount of secure bicycle parking. Policy area residents have moderate access to park-and-ride spaces at the Metro stations in North Bethesda and at Montgomery Mall.

Auto/Transit Usage: Over 91 percent of the work trips made by area residents are made by car. The majority of Potomac's Metro users drive to the station.

Potential for Change in Group Status: Potomac could become a Group III Area only with major improvements in transit coverage, frequency, and accessibility. A transitway to serve the Montgomery Mall area was recommended in the updating of the North Bethesda Master Plan. Traffic demand management programs would also help reduce traffic congestion.



RESEARCH AND DEVELOPMENT (R&D) VILLAGE

Transit Level of Service: *Group II*
 Moratorium for: *Jobs*
 Moratorium due to: *Pipeline and Existing*
Base of Development

R&D Village Ceilings	Jobs	Housing
FY94 Gross Ceiling	13,324	4,098
1993 Base	9,968	2,027
Pipeline (9/30/93)	6,123	1,765
FY94 Net Remaining	-2,857	306
Draft FY95 Gross Ceiling	19,484	4,598
Draft FY95 Net Remaining	3,393	806

R&D Village Profile	Number	Rank
Draft Job Queue (9/30/93)	254	11
Draft Housing Queue (9/30/93)	0	24
Jobs/Housing Ratio	4.92	6
Land Area in Square Miles	3.16	18

The R&D Village is in moratorium for jobs because approved development, when added to the existing base, causes the area to exceed its Group II LOS standard.

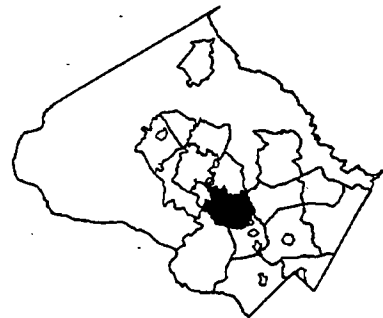
Background: The R&D Village has a low level of bus service frequency and is not served by rail, although rail service is available at nearby Metropolitan Grove and Shady Grove. Accessibility to transit in this policy area ranges from marginal to very good. Sidewalks are available on a number of major roads in this area although they do not form a connected network providing good access to employment areas or the MARC stations. Bikeway facilities are good in this area, which were implemented in

conjunction with various roadway projects. However, these do not connect to transit stations or secure bicycle parking at transit. Policy area residents have moderate access to park-and-ride spaces at the Shady Grove Metro station.

Auto/Transit Usage: About seven out of eight work trips to and from this area are made by driving a car. The majority of Metro users who reside in R&D Village access transit by automobile, although feeder buses account for some access as well.

Potential for Change in Group Status: The R&D Village could become a Group III area with provision of better transit services; improvements in pedestrian, bicycle, and park-and-ride accessibility; and traffic demand management measures. In the long run, the Corridor Cities Transit project would provide substantial additional development capacity for this area, possibly raising it to a Group IV area.

Recommended Capital Projects: Because of the expected programming of a recommended project -- Key West Avenue (MD 28, between Gude Drive and I-270) -- the Planning Department recommends that this policy area come out of moratorium for jobs in FY95.



ROCKVILLE CITY

Transit Level of Service: Group IV
Level of Service Exceeded, But is Not
Subject to County Review

Rockville Ceilings	Jobs	Housing
FY94 Gross Ceiling	65,691	17,147
1993 Base	56,050	15,795
Pipeline (9/30/93)	21,515	1,249
FY94 Net Remaining	-11,874	103
Draft FY95 Gross Ceiling	68,691	18,147
Draft FY95 Net Remaining	-8,874	1,103
	Number	Rank
Draft Job Queue (9/30/93)	0	22
Draft Housing Queue (9/30/93)	0	23
Jobs/Housing Ratio	3.55	10
Land Area in Square Miles	12.38	7

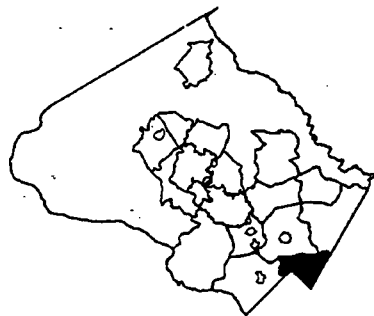
The base plus pipeline of approved development in Rockville city causes this area to exceed its current Group IV LOS standard. However,

the City of Rockville does not administer the AGP or the APFO in its review of proposed development. Instead, it applies what is termed the *Standard Review Methodology* to selected development cases.

Background: Rockville has a very good level of bus frequency and is served by both Metrorail and MARC. The supply of sidewalks and bicycle paths is also good. However, conditions for crossing major roads are often poor for both pedestrians and cyclists. Secure bicycle parking is limited at the Rockville Metro station.

Potential for Change in Group Status: With provision of more frequent transit services, improvements in accessibility, and application of traffic demand management measures, Rockville could become a Group V area and additional staging ceiling capacity made available.

Recommended Capital Projects: Rockville, though not regulated by the County, has had staging ceiling set since FY 89. Applying county policies results in a staging ceiling deficit for jobs in Rockville since FY 91. Three projects which would add transportation capacity to Rockville are the Montrose Parkway, Wootton Parkway, and the extension of Jefferson Avenue through the Woodmont County Club.



SILVER SPRING/TAKOMA PARK and SILVER SPRING CBD

Transit Level of Service: Group V
(Silver Spring CBD is Group VI)
Not in Moratorium

Silver Spring/Takoma Park Ceilings	Jobs	Housing
FY94 Gross Ceiling	14,070	29,481
1993 Base	12,546	26,952
Pipeline (9/30/93)	887	273
FY94 Net Remaining	637	2,256
Draft FY95 Gross Ceiling	14,070	29,481
Draft FY95 Net Remaining	637	2,256

Silver Spring/Takoma Park Profile	Number	Rank
Draft Job Queue (9/30/93)	96	16
Draft Housing Queue (9/30/93)	169	11
Jobs/Housing Ratio	0.47	19
Land Area in Square Miles	8.06	16

Silver Spring CBD Ceilings	Jobs	Housing
FY94 Gross Ceiling	41,236	7,864
1993 Base	31,759	5,199
Pipeline (9/30/93)	8,914	1,987
FY94 Net Remaining	563	678
Draft FY95 Gross Ceiling	41,236	7,864
Draft FY95 Net Remaining	563	678
Silver Spring CBD Profile	Number	Rank
Draft Job Queue (9/30/93)	2,216	5
Draft Housing Queue (9/30/93)	0	22
Jobs/Housing Ratio	6.11	5
Land Area in Square Miles	0.59	21

Background: With two Metro stations, a MARC station, and extensive feeder bus service, Silver Spring is one of the County's major transit centers, with both high transit coverage and frequency. Accessibility is enhanced by a good supply of sidewalks, but many of them are very narrow along major roads outside of the CBDs. Bicycle paths and lanes are limited and conditions for crossing major roads are often poor for both pedestrians and cyclists. There is a moderate amount of secure bicycle parking spaces at the two rail stations, but a substantial amount. Policy area residents have access to a substantial supply of park-and-ride spaces at the three stations.

Auto/Transit Usage: Roughly 65 percent of work trips by Silver Spring/Takoma Park residents are made by car, but only 37 percent of Silver Spring CBD residents use a car to get to work. Metro station access in Silver Spring is mainly by feeder bus; pedestrian access accounts for most of the remaining trips.

Potential for Change in Group Status: Modest improvements in accessibility (especially bicycle paths to improve access to activity centers and improvements in the pedestrian friendliness of street crossings) and traffic demand management measures to boost use of modes other than the automobile, could help reduce traffic congestion in Silver Spring/Takoma Park. In this policy area, the housing staging ceiling is set approximately equal to the zoning holding capacity.

CHAPTER 5

**Recommendations
for the FY95-00
Capital Improvements
Program**

V. RECOMMENDATIONS FOR THE CAPITAL IMPROVEMENTS PROGRAM

1. INTRODUCTION

Recognizing the interdependence of the Annual Growth Policy, the County's Capital Improvements Program (CIP), and the County's master Plans, the Planning Department has included a discussion of recommended CIP projects in previous years' AGP staff drafts. The goal has been to offer the Department's guidance on the CIP issues with which the Department is closely involved, namely:

- Capital projects which could relieve subdivision moratoria in policy areas currently in moratorium; and
- Capital projects which the Planning Department considers to be of top priority to implement master plans and functional plans adopted by the Council.

The previous sections discussed how the staging ceilings and the net remaining capacity have varied over the past several years, identified which policy areas have moratoria on new subdivisions, and described strategies for ending these moratoria, including construction of capital facilities. This section discusses recommendations for the Montgomery County Capital Improvements Program. Recommendations for the state's Consolidated Transportation Program will be considered by the Planning Board later in November.

2. THE PLANNING BOARD'S CIP RECOMMENDATIONS: FUNCTION AND PROCESS

As the County continues to respond to the fiscal pressures which are affecting local governments all across the country, the Planning Department has moved in recent years to strengthen the value of the Planning Board's comments on the County's CIP. While the Board continues to offer formal comments and recommendations each January in response to the Executive's Recommended CIP, Planning Department staff have also been providing the staffs of each Executive agency with preliminary comments in the summer months before the agencies begin to draft individual project description forms.

Because these comments reflect the Department's priorities for implementing adopted master plans and functional plans, as well as development capacity concerns, staff has been endeavoring to strengthen the linkages between the master plans, the CIP, and the AGP. In the FY94 Annual Growth Policy report, the CIP Recommendations section was expanded to include non-transportation projects.

The current General Plan Refinement effort recognizes the importance of establishing priorities for the provision of public facilities. One of the proposed objectives in the Planning Board (Final) Draft is to: "give high priority to those areas of greatest employment and residential density when allocating public investments in community facilities."

The Planning Department has also been actively pursuing mechanisms for enhancing the usefulness of the capital facilities recommendations in master plans. This effort recognizes that the timing of facility construction can be a critical factor in implementing plans. Master plan staging analyses that provide more guidance in the timing and sequence of capital facilities will make it easier to develop a CIP that serves both the immediate and long-range needs of the County. A recent example is the North Bethesda Master Plan Staging Amendment, which was the subject of a Planning Board public hearing on October 7. The Planning Department intends to use future AGPs to compare and prioritize the facility needs of master plans in light of their staging recommendations.

Last year, the scope of the Department's semi-annual CIP review was expanded to include a more comprehensive look at the fate of capital projects included in master plans and considered, at the time of the plans' adoption, critical to the implementation of the plans. Current and proposed capital projects are reviewed from a longer-term historical perspective and in the context of progress toward achieving long-range goals and objectives. The timing of this ongoing review has been coordinated with the schedule for Master Plan preparation so that the results of each planning area's review can be used as background.

When the County Council adopted the FY 1994 Annual Growth Policy, it approved two new review procedures for certain types of development. Both of these new procedures have implications for the Capital Improvements Program.

- **Alternative Review Procedures for Metro Station Areas** - The FY94 AGP contains a new alternative review procedure for development in the Metro station areas of Wheaton CBD, Grosvenor, White Flint, and Twinbrook. This process may be extended to other existing and yet-to-be established Metro station policy areas. Candidate policy areas include Bethesda CBD, Friendship Heights, Shady Grove, and Glenmont.

This procedure enables development to proceed, provided there is staging ceiling, if the development pays a "Development Approval Payment" and joins a Transportation Management Organization. The development is not required to perform a traffic study or go through Local Area Transportation Review. The Montgomery County Planning Department will perform a comprehensive Local Area Transportation Review and identify projects for inclusion in the CIP.

- **Alternative Review Procedures: Limited Residential Development** - This new provision of the FY94 AGP allows a limited amount of residential development to proceed without passing through either Policy Area Transportation Review or Local Area Transportation Review (Aspen Hill and Fairland/White Oak are exempt from this process). Developments using this procedure are still required to submit a traffic impact study, but will not make the improvements. Rather they will be required to pay a "Development Approval

Payment." The Planning Board is required to identify transportation improvements needed to support this development. It can be anticipated that CIP recommendations will be forthcoming as projects are approved under this provision.

In June and July, Planning Department staff transmitted its preliminary recommendations for the FY95-00 CIP. The recommendations included a number of projects the Department considers top priority for subdivision moratorium relief and to implement master plans and functional plans adopted by the Council. Additional comments of a technical nature were also transmitted.

It is expected that these comments will form the basis for the Planning Board's review of the Executive's Recommended CIP once it is released in mid-January.

3. CAPITAL IMPROVEMENTS PROGRAM RECOMMENDATIONS

The following recommended capital projects are classified by implementing agency. Where appropriate, summaries of technical comments are also included. Recognizing fiscal realities, new project recommendations were kept to a minimum. Those that are recommended address immediate and pressing County needs.

A. Priority Transportation Projects

The Planning Department's transportation CIP priorities are:

- *Maintaining the schedule of current CIP projects -- especially those currently counted for Adequate Public Facilities purposes or which are anticipated to be available to be counted for APF purposes in the next fiscal year. These include projects which are 100 percent programmed for construction in the first five years of the FY94-99 CIP, the City CIPs, or the Maryland Department of Transportation's FY93-98 Consolidated Transportation Program. Projects anticipated to be countable for APF purposes are listed in Appendix 2 of this document.*
- *When possible, accelerating certain projects which are currently in the County CIP but are not expected to be constructed within the first four years (and therefore not countable for APF purposes). The Department's highest priority is given to projects which add capacity in policy areas in subdivision moratorium, support development in designated town centers and around Metro station areas, or which address safety issues which have long concerned their respective communities.*

The Planning Department recommends the following projects for acceleration: Montrose Parkway, Robey Road, Fairland Road East,

Briggs Chaney Road Phase II, MD 124 Phase II, Silver Spring Road Improvements and Germantown Town Center Intersection Improvements.

- *When possible, adding projects to the CIP which provide substantial transportation capacity and offer long-term benefits to the County. The highest priority is given to projects which add capacity in policy areas in subdivision moratorium, support development in designated town centers and around Metro station areas (in accordance with the AGP's new Alternative Review Procedures), or which address safety issues which have long concerned their respective communities.*

The Planning Department recommends that the following projects be added: Old Columbia Pike Reconstruction, Stewart Lane Extended, North Bethesda Road Improvements, Bethesda Road Improvements, and Clarksburg Road Improvements.

- *Maintaining adequate funding for ongoing transportation projects which promote County objectives for non-automobile modes of travel, safety, and the environment.*

The Planning Department recommends increased funding for these four programs: Street Lighting, Annual Sidewalk Program, Annual Bikeway Program, and Tree Planting in Public Right-of-Way.

1) Current Transportation CIP Projects

As a general policy, the Planning Department gives highest priority to maintaining the schedule of projects contained in adopted CIPs, especially those that have already been counted for adequate public facilities purposes. Moving ahead in a timely manner with programmed capital projects, particularly those which would provide relief to policy areas in moratorium, is critical to maintaining the integrity of the Adequate Public Facilities Ordinance.

Last year the Planning Department expected the Norbeck-Spencerville Connector (PDF 11-76) to move into the fourth year of the CIP, but it was deferred. If kept on track, this project would have provided additional transportation capacity in Olney and Cloverly by completing a missing link in the local east-west roadway network. The Cloverly policy area has been in moratorium for both jobs and housing for many years. The Planning Department continues to recommend that the Norbeck-Spencerville Connector be programmed for completion by FY98 if feasible.

2) Transportation Projects Recommended for Acceleration

The Planning Department recognizes that fiscal constraints are such that few projects can be accelerated. When an opportunity exists, however, the Planning Department recommends that priority be given to projects which would provide transportation capacity where the roadways

are so congested that the policy area is in subdivision moratorium, support development in designated town centers and around Metro stations, or address long standing safety problems which have been of great concern to the affected communities.

The Planning Department recommends that the following road projects be accelerated, in the following order:

- Robey Road (Briggs Chaney Road to Greencastle Road): The reconstruction of this road is needed for safety and is the subject of intense community interest. This project is funded only for planning and design, which are to be completed in FY94. The Planning Department recommends that construction funding be included within the six-year period.
- Fairland Road East (Columbia Pike to Prince George's County Line): Fairland Road is a two-lane road with "below standard pavement width, sight distances and alignment...in an area of high residential and employment growth," according to the most recently-adopted CIP. Construction remains beyond the six-year period. The Planning Department recommends that this project, which would address important safety concerns, be moved into the six-year CIP.
- Briggs Chaney Road Phase II (Castle Boulevard to Fairland Road): While the west side of the road is to be completed within the six-year time frame, the east side is not. The east side is as important for local circulation since it is one of just two east-west roads that serve the Castle Boulevard area. The two-lane road is not adequate for the current local traffic and the community has been lobbying to get this road built.
- MD 124 Phase II (from MD 108/MD 124 to MD 27): The Planning Department believes that Phase II of this project should be moved to within the six-year program. The 1982 Damascus Master Plan notes that this extension will help distribute through traffic over the roadway network and reduce rush-hour congestion.
- Silver Spring Road Improvements: The Planning Department recommends the acceleration of this project so that the completion dates of all of the improvements are moved from beyond FY98 to FY97 or sooner. The Dixon Avenue improvement would improve access to the transit station and surrounding area, provide the necessary infrastructure for redevelopment, and serve as an incentive for property assemblage. The residential redevelopment targeted for this area is impeded by a lack of infrastructure and fragmented ownership.
- Germantown Town Center Intersection Improvements: The funding for these five intersection improvements is shown in FY97. The top three projects are critical and the Planning Department recommends that they be scheduled to start construction within two years so that they can be counted for Local Area Transportation Review.

3) Projects Recommended for Addition to the CIP

The Planning Department also recognizes that few new projects can be added to the County's CIP. When an opportunity exists, however, the Planning Department recommends that priority be given to projects which would: a) provide transportation capacity where the roadways are so congested that the policy area is in subdivision moratorium; b) support development in designated town centers and around Metro stations; and/or c) address long standing safety problems which have been of great concern to the affected communities.

The Department's recommended intersection improvements in North Bethesda and Bethesda CBD were identified during the comprehensive Local Area Transportation Reviews performed during the recent Master Plan staging analyses for these areas. In North Bethesda, these intersection improvements are anticipated to be among those needed to support development approved under the Annual Growth Policy's new Alternative Review Procedures.

The Planning Department recommends that the following transportation projects be added:

- **Montrose Parkway:** The Planning Department recommends that this project be programmed as described in the recently-adopted North Bethesda-Garrett Park Master Plan. The alternative proposal of a Montrose Bypass around the intersection of Randolph Road and Rockville Pike -- currently programmed in the facility planning project for FY94 -- is an interim solution at best.
- **Old Columbia Pike Reconstruction:** The Planning Department continues to recommend the reconstruction of Old Columbia Pike between US 29 and Spencerville Road. This road is intended to be a primary residential street serving local traffic and as an alternative to US 29. The reconstruction was recommended in the 1981 Master Plan to be completed in Phase III (1995+). This project should also address the need for a continuous sidewalk and bike path along the road for safe access to local bus service and for students walking to the number of public schools in the area.
- **North Bethesda Road Improvements:** This summer, the Planning Department sent to the Planning Board a Staging Amendment to the North Bethesda Master Plan with an associated Staging Analysis. The Planning Board's public hearing on the document was held October 7. The following intersections were identified by Planning Department staff as having a level of service of F:

Jefferson Street at Montrose Road
Old Georgetown Road at Tuckerman Lane
Rockville Pike at Twinbrook Parkway
Rocking Horse Drive at Randolph Road

Rockville Pike at Grosvenor Lane
Rockville Pike at Nicholson Lane
Rockville Pike at Tuckerman Lane
Rockville Pike at Randolph Road

The Planning Department, in coordination with Montgomery County DOT staff, will make recommendations for intersection improvements to accommodate the approved staging ceiling in the North Bethesda Metro Station Policy Areas as well as improvements to enable these areas to move to higher staging ceilings.

- **Bethesda Road Improvements:** The Planning Department recently completed a Staging Analysis for the Bethesda CBD Planning Area and the Planning Board is transmitting the plan to the County Council this month. The following intersections in and around the Bethesda CBD were identified by Planning Department staff as having a level of service of F:

Rockville Pike at Cedar Lane
Rockville Pike at South Drive
Rockville Pike at Jones Bridge Road
Connecticut Avenue at East-West Highway
Connecticut Avenue at Bradley Lane

The highest priority improvements are to the intersection of Connecticut Avenue and East-West Highway, and the intersections around the National Institutes of Health along Rockville Pike.

- **Clarksburg Road Improvements:** The Planning Board (Final) Draft Master Plan for Clarksburg has been transmitted to the County Council for approval. The FY95 Annual Growth Policy work program will consider a Clarksburg policy area once the Council has had an opportunity to review the Plan. In conjunction with these events, CIP recommendations may be forthcoming this year for Clarksburg.
- **Stewart Lane Extended (P40):** The Planning Department is concerned that this short but very important link between Stewart Lane and Lockwood Drive has not yet been built. A developer has put up a bond for this project, but construction has been held up because of stormwater management concerns. The developer has elected to wait for the County to build a SWM facility, which is now in the County CIP. Increased coordination by MCDOT of the entities involved could go a long way toward seeing that the project is completed.

4) Ongoing Transportation Program Recommendations

The Planning Department strongly supports allocating additional funding for four ongoing transportation projects which promote County objectives for non-automobile modes of travel, safety, and the environment.

- **Street Lighting:** The Planning Department is pleased that the scope of this project now includes provision of lighting at bus stops and along sidewalks that serve Metro stations. Street lights in areas used by transit riders will reinforce the County policy of encouraging transit ridership.
- **Annual Sidewalk Program:** The Planning Department strongly supports additional funding for this program and recommends that the scope of this project be expanded to include sidewalks that promote County policies, such as transit use and serving affordable housing, as well as responding to requests for sidewalks from residents and public agencies.
- **Annual Bikeway Program:** The Planning Department recommends that the work program for this project include the marking and signing of bike routes in Bethesda-Chevy Chase and in the Bethesda Central Business District. This low cost project will implement an extensive bikeway network, as shown in the Master Plan for Bikeways and the existing Bethesda CBD Sector Plan. This project would expand non-auto access to the CBD and the Metro station, reducing auto use on area highways.
- **Tree Planting in Public Right-of-Way:** The Planning Department supports this program and recommends that the need to shade street pavement in environmentally-sensitive areas, such as Class III and IV watersheds, be considered when identifying potential streets for tree planting.

5) **Other County CIP Considerations: Use of Transportation Network**

A. ***Forecast-to-Staging Ceiling Ratio - Background and Methodology***

The County Executive's Recommendations for the FY94 Annual Growth Policy expressed concern that the County can only approve an amount of development that can be supported by the infrastructure within the first four years of the Capital Improvements Program. The Executive suggested that, since the pipeline of approved development may take as long as ten years to build, the County was requiring itself to have infrastructure in place before it was needed.

To demonstrate this phenomenon, Office of Planning Implementation (OPI) staff prepared Transportation Utilization Rates intended to highlight policy areas where infrastructure delivery has lagged, kept up with, or outpaced development. The idea was to see how well the transportation network of four years from now could handle the four-year forecast of existing and new development.

During the FY94 AGP worksessions, County Council staff proposed that the Planning Department address this same question and include the findings in the Staff Draft FY95 AGP to provide an additional perspective

for CIP preparation. Planning staff's recommended approach calculates the Average Congestion Index (ACI) of the transportation network four years from now for two scenarios:

1. a background land use consisting of existing development plus the four-year market forecast for employment and housing development; and
2. a background land use consisting of all of the employment and housing development permitted under the recommended FY95 gross staging ceilings.

The relationship of these two numbers is expressed as a ratio of the base-plus-four-year-forecast ACI to the gross staging ceiling ACI.

$$\text{Forecast-to-Staging Ceiling Ratio} = \frac{\text{4-Year Forecast ACI}}{\text{Gross Staging Ceiling ACI}}$$

A forecast-to-staging ceiling ratio of 1 means that in four years, the congestion on the policy area's roadway network is expected to be the same as it would be if all development in all policy areas permitted under the gross staging ceilings is built.

B. Meaning of Ratios Below 1

If the forecast-to-staging ceiling ratio is below 1 -- for example, 0.75 -- then the expected congestion in four years' time is 75% of what it would be if all of the development permitted under the gross staging ceilings is built. Such a condition would be an indicator that infrastructure delivery is outpacing the demand for it.

A ratio of below one can result even if a policy area is deeply in moratorium. Aspen Hill, for example, has a forecast-to-staging ceiling ratio of 0.95. This is because the land use pattern that is associated with the gross staging ceilings is one that will result in increased commuting from residential areas in the east to the employment centers along the I-270 corridor. Many of these trips will pass through Aspen Hill, thus worsening congestion. However, Aspen Hill won't feel the full effects of this land use pattern in four years, because it will take longer than four years to build all of the development that has been approved. After all, Aspen Hill's moratorium isn't just due to the existing base of development in Aspen Hill, but also due to the existing and approved development in neighboring policy areas. Aspen Hill's 0.95 ratio indicates that there will be less congestion four years from now than there will be if the gross staging ceilings are built out, due to a increase in upstream-downstream effects.

C. Meaning of Ratios Above 1

If the ratio is 1.25, then the congestion in four years is expected to be 125% of the congestion permitted by the gross staging ceilings. This would indicate that infrastructure delivery is lagging behind demand.

A ratio of above 1 can result if additional transportation capacity is needed to accommodate the four-year market forecast. It can also result when the development pattern represented by the gross staging ceiling is one which uses the transportation network more efficiently than the development pattern represented by the four-year forecast.

For example, Kensington/Wheaton's forecast-to-staging ceiling ratio is greater than 1. This is not because the four-year forecast exceeds the gross staging ceiling, since K/W's recommended gross staging ceiling is set at the zoned holding capacity for both jobs and housing. Therefore, there is clearly enough staging ceiling to accommodate the forecast.

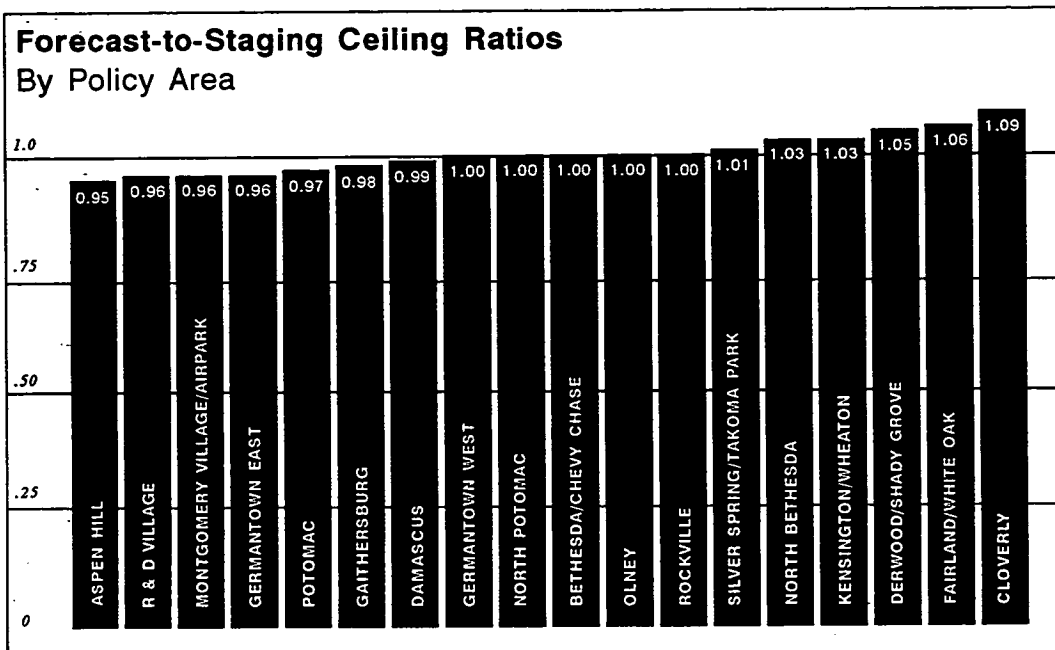
Instead, the forecast-to-staging ceiling ratio is above 1 in K/W because when all of the job growth permitted in the recommended gross staging ceilings occurs, the jobs will intercept some residents north of K/W who currently commute through K/W to jobs in other parts of the County, the District of Columbia, or elsewhere. Thus, traffic through K/W will be reduced.

D. The Balance Between Transportation Infrastructure and Development

Planning staff considers any forecast-to-staging ceiling ratio in the 0.95 to 1.05 range to be indicative of a balance between infrastructure delivery and pace of development. Ratios below 0.95 or above 1.05 indicate that in four years, the capacity of the transportation network will not be closely balanced with the demand caused by the amount of development on the ground.

In the bar chart on the following page, the ratios for most policy areas vary within the acceptable range (0.95 to 1.05). The two areas where the forecast-to-staging ceiling ratio deviates from 1 by more than .05 are Cloverly and Fairland/White Oak. Cloverly's forecast-to-staging ceiling ratio is 1.09; Fairland/White Oak's is 1.06.

The high ratios for these policy areas are not surprising since they are the only two policy areas which are in moratorium for both jobs and housing. In addition, the gross staging ceilings in these two areas are less than the existing base of development. The high forecast-to-staging ceiling ratios mean that four years from now, both areas' congestion will be worse than they will be when the development pattern represented by the gross staging ceilings is built. There are two reasons for this. First, there are no transportation projects scheduled for completion within the first four years of the CIP which would significantly reduce congestion in these areas. Second, four years of jobs and housing growth does not result in a land use pattern that significantly reduces congestion.



E. Utility of Forecast-to-Staging Ceiling Ratios

It needs to be kept in mind that, over the long term, travel patterns are extremely complex. No simple linear analysis can properly measure transportation utilization. For instance, a 10% increase in the number of houses in an area over what was previously approved does not necessarily imply an increase in peak congestion of 10%, or even 5% -- it depends very much on their location (near or far from transit), their kind (single family or multi-family), the number of jobs and shops nearby, and the number of other houses anticipated nearby. While additional development does imply additional trips, it does not necessarily create additional *peak hour* congestion since the additional trips may be in the off-peak direction. If properly placed, new development can lower overall congestion by resulting in shorter average trip lengths.

If roads are relatively uncongested, more trips will occur in the peak period and more of those trips will be by automobile and be longer in distance (taking advantage of higher speeds). As roadway travel speeds decrease, trips divert to the shoulders of the peak or some other time altogether and transit use increases. Over the long term (which is the orientation of the AGP), people reorient their travel patterns, choosing to live in different places with respect to the location of their jobs (or choosing different jobs with respect to the location of their homes).

Methodologies such as the forecast-to-staging ceiling ratio mask the unique qualities of policy areas so they can be compared. It is useful to remember, however, that two policy areas can have similar forecast-to-staging ceiling ratios for very different reasons (Aspen Hill and Germantown East, for example). Conversely, two adjacent policy areas (Aspen Hill and Cloverly) can be at the opposite ends of the forecast-to-

staging ceiling spectrum. The forecast-to-staging ceiling ratio is most useful as a red flag; policy areas with high or low scores should be studied further before CIP recommendations are made.

Overall, the forecast-to-staging ceiling ratios indicate that the County's delivery of transportation infrastructure is not expected to be out-of-balance -- there will not be a great deal of underused transportation capacity in four years. They also indicate that, in some policy areas, land use development patterns can reduce congestion as much as transportation infrastructure.

6) The Maryland Department of Transportation Consolidated Transportation Program (CTP)

The Maryland Consolidated Transportation Program (CTP) is prepared in draft form each fall by the Maryland Department of Transportation (MDDOT) and presented to the elected officials of each jurisdiction for review and comment. This year the draft CTP was presented to Montgomery County elected officials on October 28.

Each year, the Planning Board reviews the MDDOT CTP following its presentation to Montgomery County officials and provides written comments to them regarding the program. One of the more important recommendations that the Planning Board makes each year is for the priority list for the initiation of project planning studies in Montgomery County. The State Highway Administration (SHA) is required by law to follow the priorities established by the elected officials of Montgomery County for project planning starts on secondary highways. All state highways in Montgomery County except the Interstates, US 29, and the future Intercounty Connector are secondary highways.

The Planning Board will review the CTP on November 18 in anticipation of the CTP public hearing on November 29.

B. Montgomery County Public Schools

The idea behind the Planning Department's recommendations to Montgomery County Public Schools is that Department staff can offer an additional valuable perspective to MCPS on such issues as community interests, demographic trends, environmental concerns, and so forth. Public school facility issues are tied in many ways to concerns that fall under the purview of the Planning Department. Several directly affect the community school system such as master plan implementation and community revitalization. This year the Planning Department commented on one policy issue -- relocatable classrooms -- and eight school projects.

Relocatable Classrooms: In the MCPS forecasting process, relocatable classrooms are not used to determine capacity. Because of their transient nature, the Planning Department does not review the placement of portable

classrooms under the Mandatory Referral provisions. If relocatable classrooms are to become more "permanent," the Department would consider a policy change and review them in Mandatory Referral.

Burtonsville Elementary School and Burtonsville Fire Station Relocation: The Planning Department recommends that the Burtonsville Fire station relocation be moved along quickly. The existing Burtonsville Volunteer Fire Company's property, which is adjacent to the Burtonsville Elementary School, would then put up for sale. Burtonsville Elementary has no public right-of-way for ingress and egress. The Planning department continues to recommend that adequate right-of-way be purchased in order to provide "safe and permanent" access to this school.

New Northwest Area High School

New Northwest Area Middle School

New Northeast Area High School

Eastern Area Secondary School Additions: The Planning Department supports the programming of these projects, as they are necessary to keep their respective areas in compliance with the AGP school test.

Blair High School: The Department recommends that the reconstruction of this school and the redistricting of its feeder patterns stay on schedule in order to accommodate the influx of several hundred students from this area in the next several years.

C. Department of Environmental Protection Projects

The Planning Department's comments to many of the implementing agencies address environmental concerns about projects in that agency's CIP. The comments in this section focus on projects within the Department of Environmental Protection (DEP) CIP that the Planning Department considers to be of priority.

1) General Comments on DEP Projects

Public Facilities Master Plan: The Planning Department continues to support DEP's efforts to complete a master plan for public facilities in the Dickerson area.

Comprehensive Planning: The Planning Department is very supportive of the comprehensive efforts DEP has made in watershed management. The development of the Water Quality Plan, the Water Quality Ordinance, the establishment of the Water Quality Advisory Committee and development of programs with the Washington Metropolitan Council of Governments to evaluate watershed improvement opportunities in Rock Creek and Cabin John watersheds are all positive steps.

Stormwater Facility Maintenance: The Planning Department strongly recommends that a functional, well-funded program be developed for the maintenance of SWM facilities.

Water Quality Monitoring: DEP's efforts with citizen groups to develop a biological water quality monitoring program is strongly supported. The Planning Department recommends that DEP implement continuous physical and chemical water quality monitoring programs at selected locations.

Clarksburg: The Planning Department recommends that DEP participate with the Planning Department in the implementation of the watershed protection measures recommended in the Planning Board (Final) Draft Clarksburg Master Plan. Efforts are needed to develop and install appropriate BMPs in the Little Seneca Creek Watershed for land planned for development.

Stream Habitat Restoration: The Planning Department strongly recommends that biological stream habitat restoration measures be given a higher priority in sensitive watersheds. Also, forest conservation activities should be considered in any stream restoration project.

Eastern Montgomery County Planning Areas: The Planning staff is currently working on the update of Eastern Montgomery County Master Plan for each of the four planning areas: Cloverly, White Oak, Fairland and Four Corners. DEP's efforts to develop a water quality monitoring program in the sensitive stream reaches of this area would be very valuable.

2) Individual Projects

Landfill- Site 2: The Planning Department recommends the addition of the funds necessary to conform to environmental guidelines and the forest conservation law. A strict water quality monitoring program should also be included. The Department supports any and all efforts which may be required to minimize the impact of this facility on the predominantly agricultural activities in this part of the County, including a host community benefits program and negotiated agreements.

The Department also supports the inclusion of a rail spur for this site, linking it to the CSX line through the PEPCO property, so that waste can reach the site by rail, rather than by road, and recommends that this PDF reflect the funds necessary to restore and maintain the historic sites on the landfill property in keeping with their designation on the County's Historic Preservation Plan.

SM Participation Project: While all the projects within this PDF are important, we would recommend a high priority be placed on Project # D12V in Fairland on the Little Paint Branch. The existing farm pond, which is proposed for conversion to a stormwater management facility, has excessive algal growth and odor problems. The dam was breached in the past and is not functioning properly. The pond may also be a source of high sediment loads to the receiving stream.

Watershed Studies/Resource Mitigation Bank: The Planning Department recommends that funding be provided for updating existing watershed functional plans with an emphasis on updating environmental inventory information. This information would identify potential areas for mitigation on public and private properties.

The County should evaluate currently vacant County-owned land to document the environmental features and constraints of each property. This evaluation, with assistance from M-NCPPC, could identify which properties, because of existing environmental constraints, are better suited for use as mitigation sites for wetlands and/or reforestation/afforestation projects required in County projects on other sites than for use as County development projects.

In addition, subwatershed studies could be expanded to identify privately owned sites where an opportunity exists for development of a comprehensive environmental mitigation project. For instance, the environmental function of a single purpose SWM facility could be significantly enhanced with the parallel and cooperative development of a wetlands mitigation project, together with an afforestation project. Although this is conceived as a countywide project, it should be integrated into the environmental analysis conducted during master plan development.

A comprehensive watershed water quality monitoring program should be included as an element of all future watershed plans.

SM Retrofit - Countywide

Miscellaneous Stream Valley Improvements: The Planning Department strongly supports both of these projects and recommends that they be given priority for increased funding. Stormwater management retrofits are essential to restoring severely degraded stream systems, particularly in the lower portion of the County. Citizen complaints about streambank erosion and flooding are numerous, and it is important to comprehensively identify, evaluate, and rank stream systems as to the severity of their problem and where to most effectively spend the limited funds available.

D. Department of Housing and Community Development CIP Projects

The Planning Board recommends six priority projects related to housing and community development. Three of the projects are already programmed; two entered the planning phase in the FY94-99 CIP. The remaining project at Four Corners is a priority because of citizen interest and because pending roadway construction and partial streetscape improvements by the State Highway Administration offer a opportune time to complete the needed revitalization of the area.

Silver Spring CBD Improvement Program

Silver Spring Retail Development

Montgomery Hills Commercial Revitalization: These three projects are Planning Department CIP priorities for Silver Spring. The adopted Silver Spring CBD Sector Plan (1993) emphasizes the importance of completing streetscape improvements to the revitalization of the area. In the adopted FY94-99 CIP, the portion of PDF 16-15 that would improve the South Georgia Avenue Gateway to the Silver Spring CBD has been deferred to FY 99 and beyond. The Planning Department believes that these improvements are critical to the stimulation of the private investment that will be necessary if the Silver Spring CBD is to be revitalized.

The Department is pleased that Montgomery Hills has been included in the work program of DHCD's facility planning project for FY95. Revitalization of the Montgomery Hills commercial area has been a priority project of the Planning Department for some time. Although this area is not part of the CBD, it serves as a northern gateway to downtown Silver Spring as it is located along Georgia Avenue between the Capital Beltway and the CBD. Once planning efforts are complete, the Department urges speedy programming of this project.

The Planning Department also considers the Silver Spring Retail Development project to be a priority and is pleased that the County has been able to proceed with it in a timely fashion.

Four Corners Revitalization/Streetscape Improvements: Revitalization of the Four Corners commercial district is vitally important to the Four Corners community. Both the business and residential communities are concerned because the commercial district (including the Woodmoor Shopping Center and surrounding commercial uses) is older and will deteriorate further if not better maintained. The 1986 *Sector Plan for Four Corners and Vicinity* included an urban design study and recommended that the image and visual environment of the area be improved. These recommendations were not implemented, largely due to unresolved issues concerning the State Highway Administration's proposed improvements to the Colesville Road/University Boulevard intersection. SHA's study is now nearly complete and the improvements will be made within the next several years. While the intersection changes will include some pedestrian improvements, other commercial enhancements such as facade improvements, lighting, landscaping, planters and signage will be needed.

The Four Corners community wants this commercial revitalization project to be made a priority. Much of the advance planning and groundwork for the commercial revitalization improvements should be started immediately and implemented as soon as SHA completes their work. The Staff Draft Master Plan will likely recommend that DHCD begin a commercial revitalization program as soon as possible.

Glenmont Revitalization/Streetscape Improvements: The Glenmont Shopping Center is in serious need of revitalization. The Planning Department supports efforts by the County to work with property owners and tenants to provide a more attractive, convenient and functional local shopping area for nearby residents. As DHCD is aware, a lack of common ownership and the difficulty of coordinating between owners have forestalled effective means of dealing with the problems with access/egress, circulation, landscaping and the condition of building facades. The Department is currently preparing the Glenmont Sector Plan; access/egress and circulation will be studied as part of that effort. The Planning Department believes the effectiveness of landscaping and streetscaping would be significantly enhanced if they are timed for completion along with the opening of the Glenmont Metro station in FY98. The Department is pleased that Glenmont has been included in the work program of DHCD's facility planning project for FY94 and looks forward to coordinating this work with the development of the Glenmont Sector Plan.

Montgomery Housing Initiative: The Planning Department strongly supports this fund, which is designed to provide the flexibility for the County to produce and conserve affordable housing as opportunities arise. Substantial funding is dependent upon the implementation of the Construction Excise Tax, which has not yet taken effect and which has been deferred in the past. The Department hopes that sufficient revenue will be available on an ongoing basis to undertake a reasonable number of projects and supports leveraging this fund with money from other sources, both public and private.

E. Department of Correction and Rehabilitation CIP Projects

New Detention Center: Site 30 is located in the Ten Mile Creek watershed, an important environmental resource. The Clarksburg Master Plan limits development in this area, not only for environmental reasons, but also to achieve agricultural and open space objectives west of I-270. Evaluating whether a particular public facility is suitable for Site 30 must occur as part of a well-defined planning process. Such a process should include citizen participation and involve other governmental review agencies as early in the process as possible.

The June 1993 Planning Board (Final) Draft Master Plan recommends that the ultimate Land Use Plan for Site 30 include the following elements:

- The greenway proposed along Ten Mile Creek;
- Preservation of the Moneysworth Farm historic site on the property (adaptive re-use of the building is encouraged);
- A compatible transition to surrounding rural and open space uses; and
- No access to Shiloh Church because a significant stream crossing would be required.

F. Montgomery County Recreation Department Projects

The Planning Department identified two priority projects which fall within the Recreation Department's responsibility. These are the East County Community Recreation Center and the Fairland Community Recreation Center. As the descriptions of these projects state, these centers have been high priorities for their respective communities for some time. The Planning Department supports the programming of these two projects and hopes that they both will remain on schedule.

G. Washington Suburban Sanitary Commission Projects

The Planning Department's comments on WSSC projects include general comments which advise WSSC that County Council is now considering the Planning Board (Final) Draft Master Plan for Clarksburg; recommend that when it is known that environmental mitigation measures beyond the norm are needed, that WSSC include the cost of these mitigation measures in the CIP project description; and recommends that criteria be formulated to

determine which WSSC projects should go through mandatory referral, as part of a joint agency evaluation.

Seneca Creek WWTP Upgrade: The Planning Department requests that WSSC expand the PDF to include a study that would evaluate the water quality of Seneca Creek and significant environmental features in the vicinity of the Seneca Creek Treatment Plant.

Wheaton High Zone Water Main: The Planning Department's recommendations summarize comments made during the alignment study conducted in late 1992 through early 1993.

The Planning Department's preferred alignment is the Veirs Mill Road, Connecticut Avenue, Georgia Avenue alignment. The construction impacts on the community and peak hour traffic can be better mitigated on this alignment than on Georgia Avenue alone. Further, the preferred alignment would provide the fewest obstacles to a possible future Georgia Avenue transitway. Finally, the alignment would provide the redundancy that is desired versus adding a second water main within the existing water main alignment. The existing water main alignment in many instances has been covered or encroached upon with accessory structures, fences, etc.

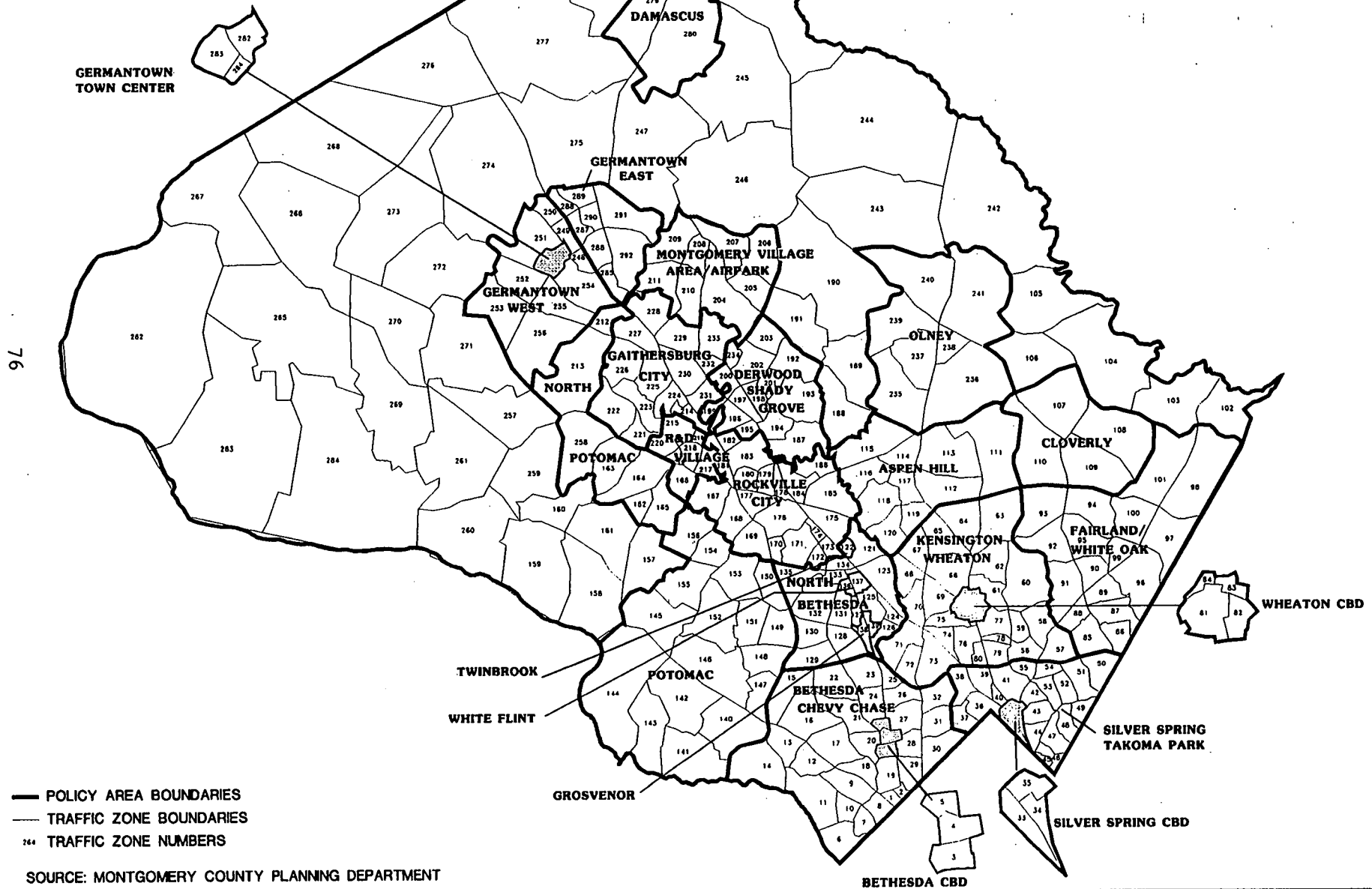
Two of the alignment alternatives could impact Glenmont, although the Connecticut Avenue alignment would not. The PDF in the next CIP should state that project planning will be coordinated with the revision to the Glenmont Sector Plan.

APPENDIX 1

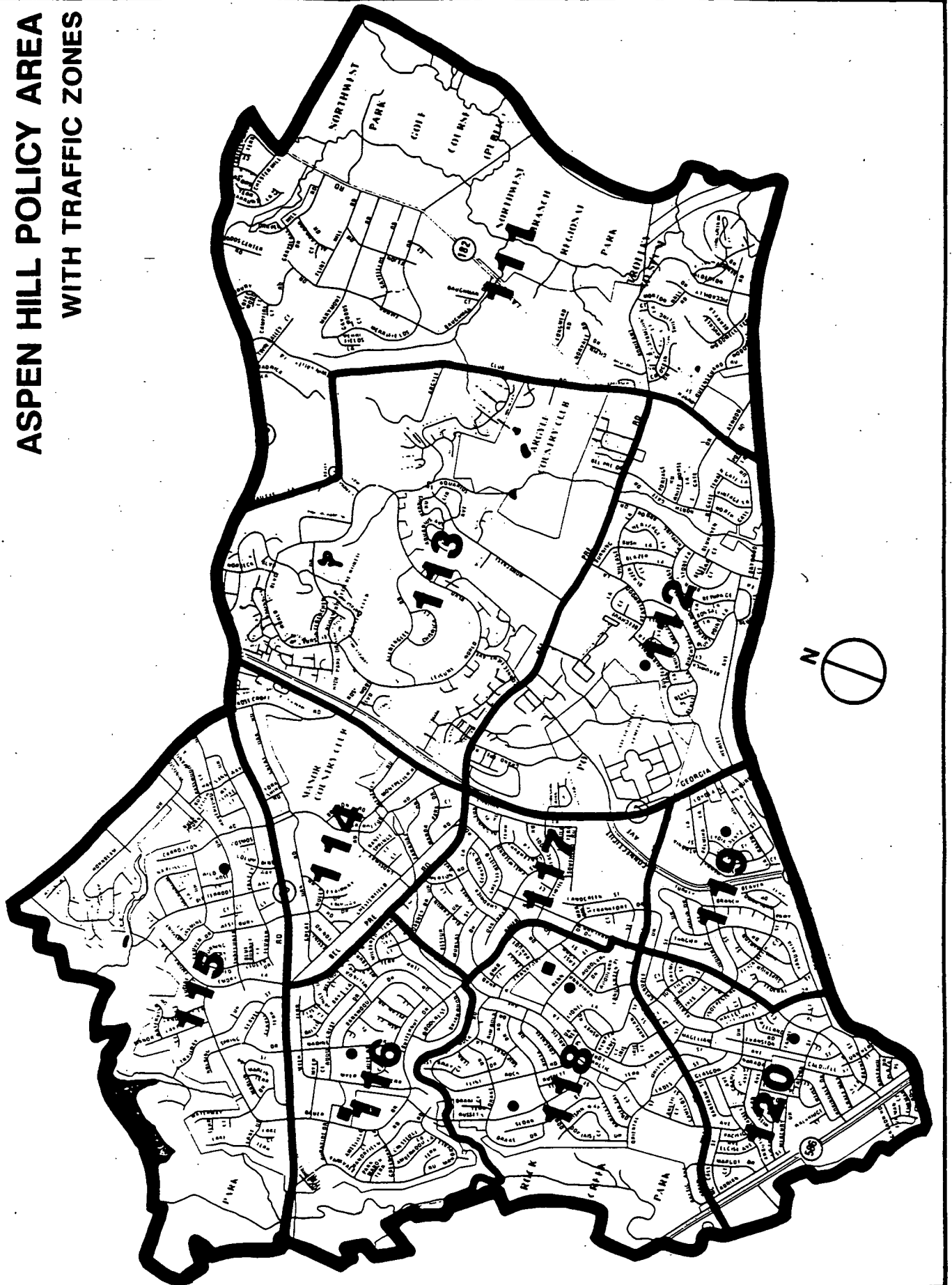
Policy Area Maps

NEW POLICY AREAS BY NEW TRAFFIC ZONES WITH RESTRUCTURING

MONTGOMERY COUNTY, MARYLAND

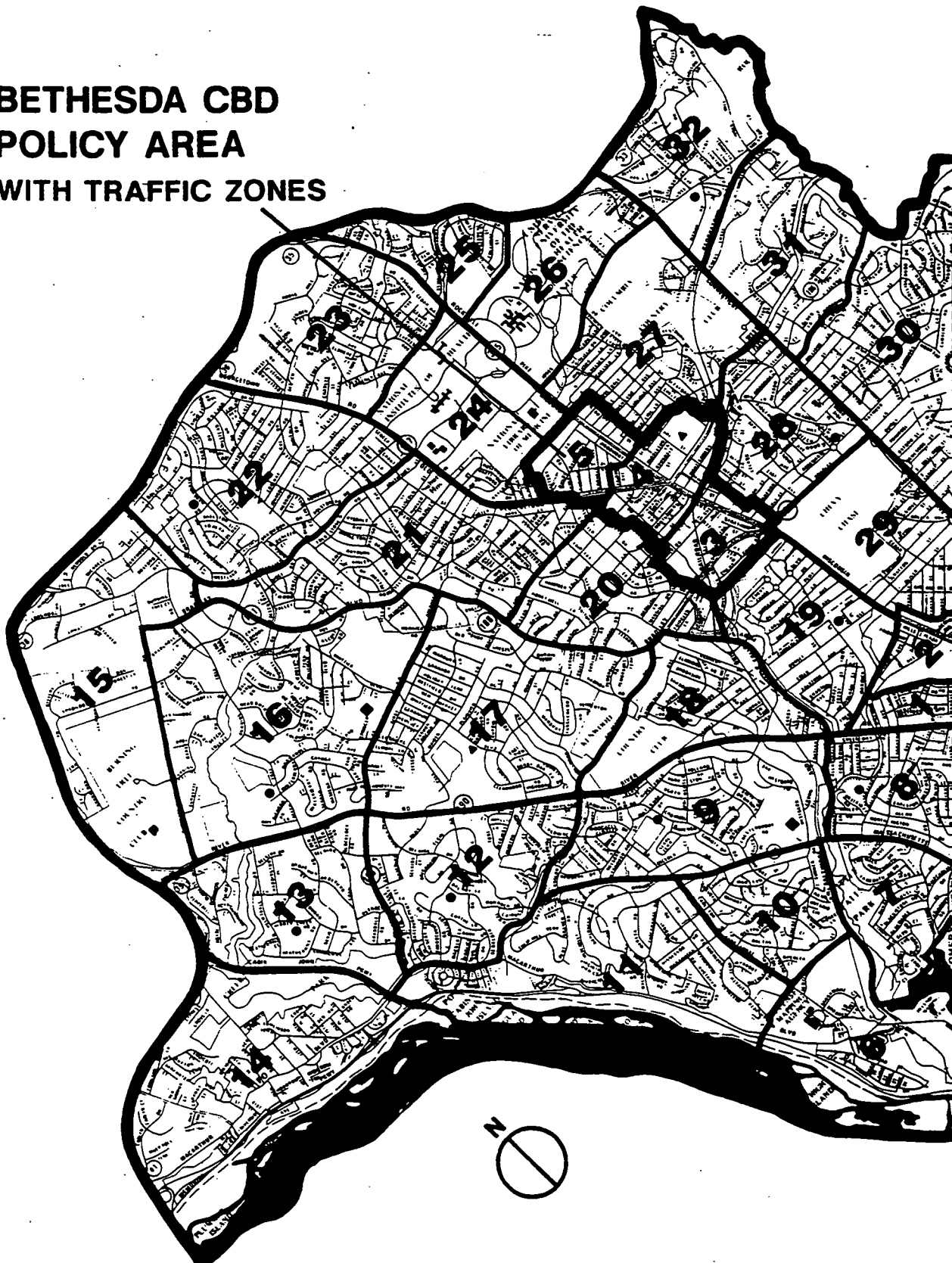


ASPEN HILL POLICY AREA WITH TRAFFIC ZONES

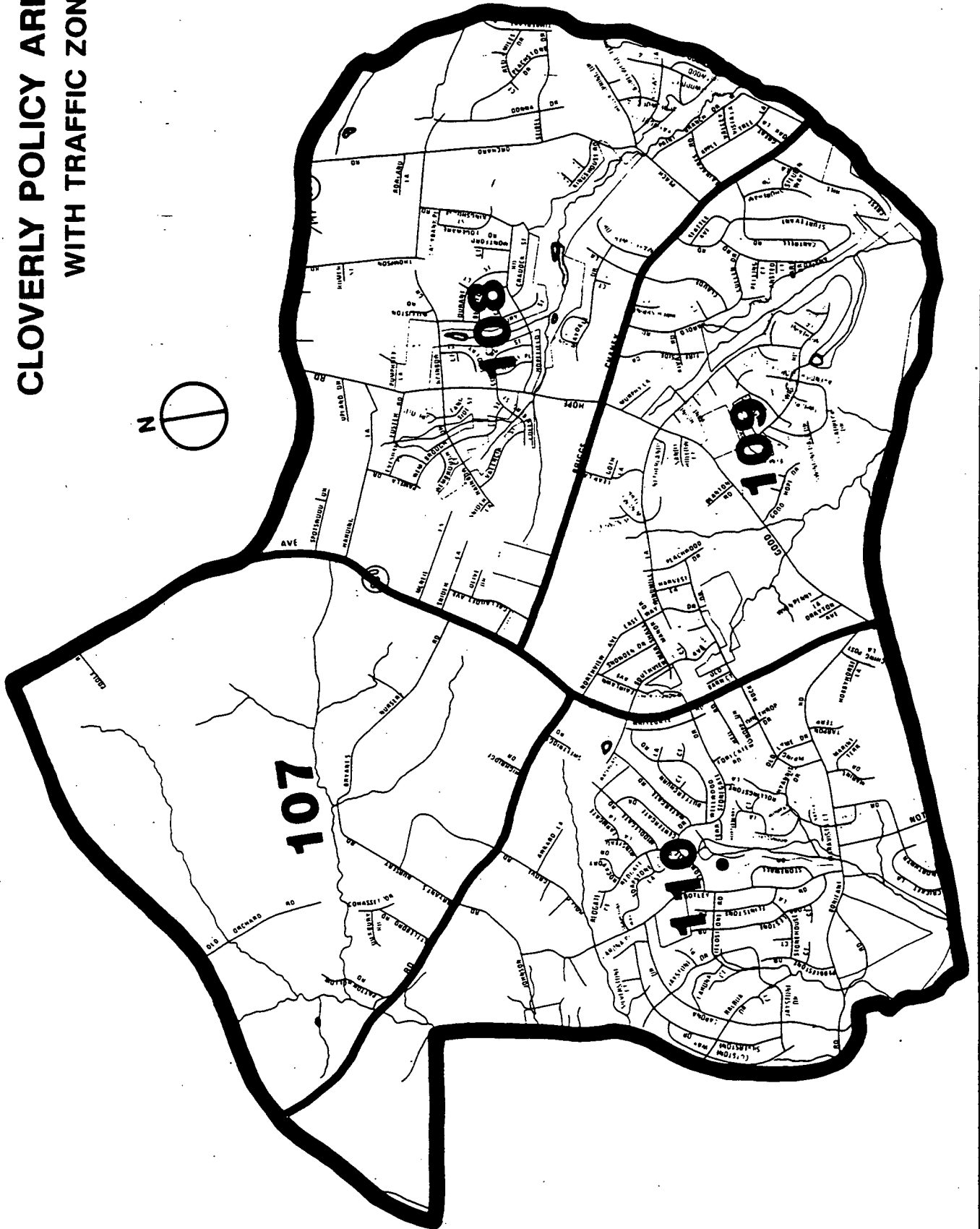


**BETHESDA/CHEVY CHASE POLICY AREA
WITH TRAFFIC ZONES**

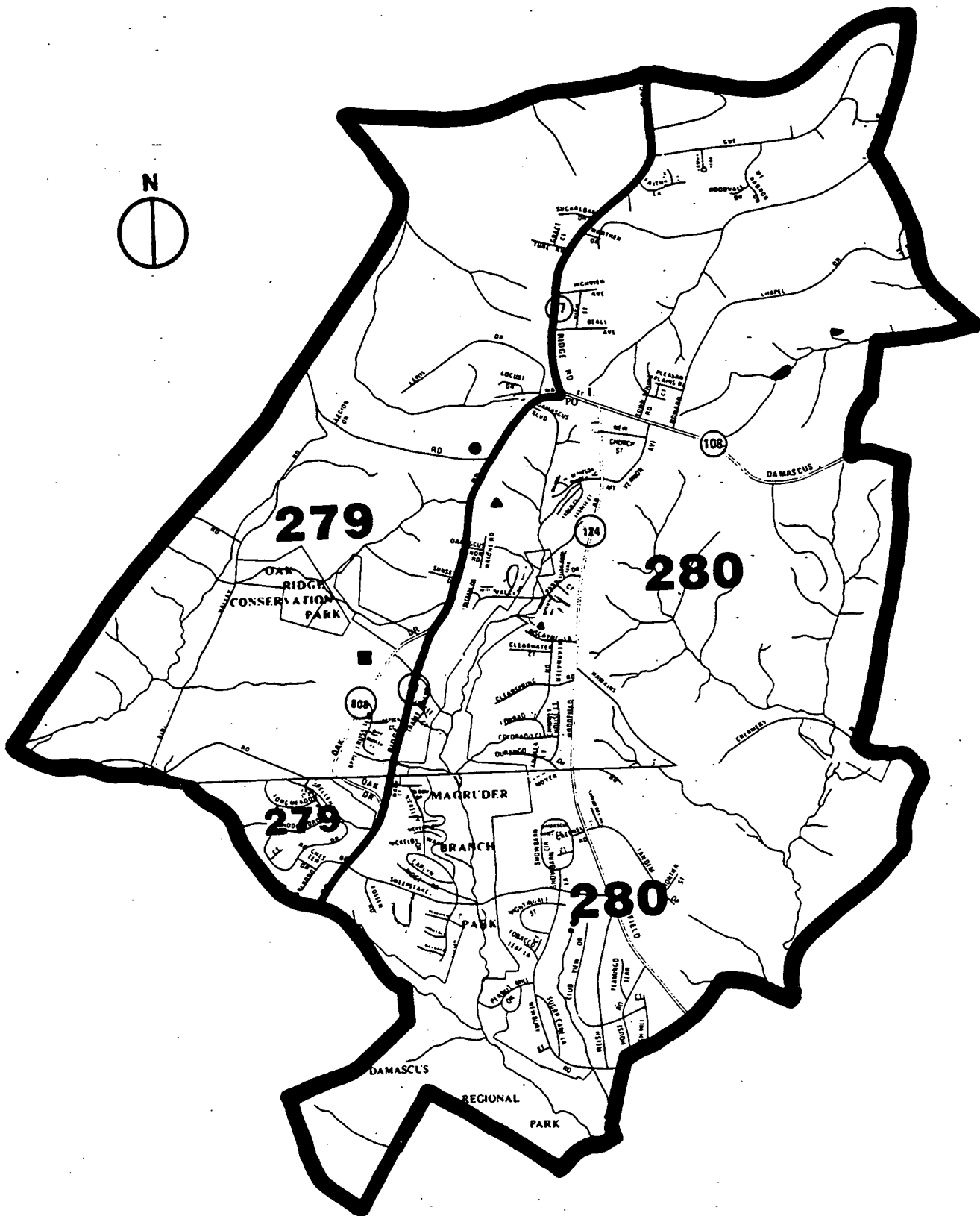
**BETHESDA CBD
POLICY AREA
WITH TRAFFIC ZONES**



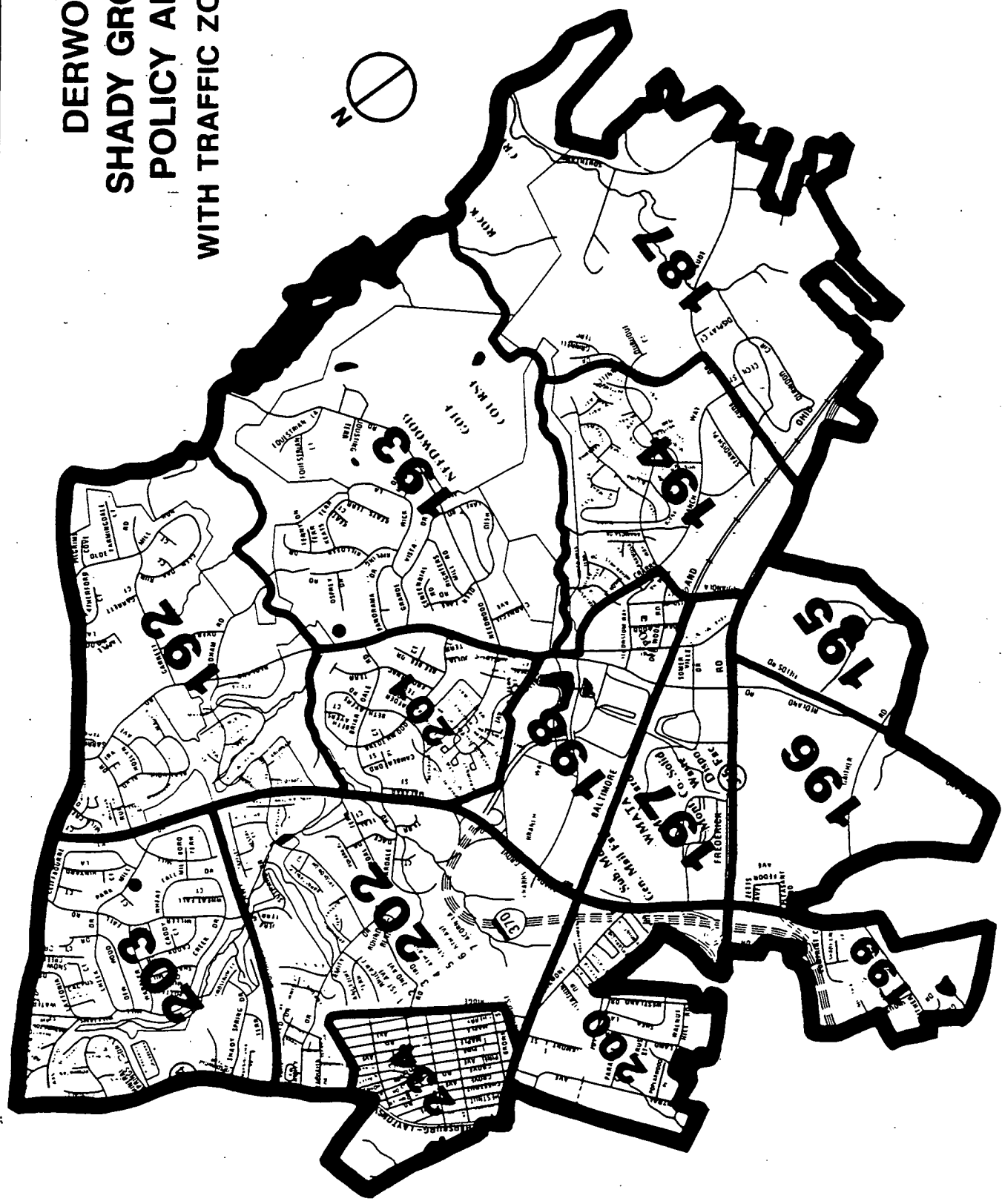
CLOVERLY POLICY AREA WITH TRAFFIC ZONES



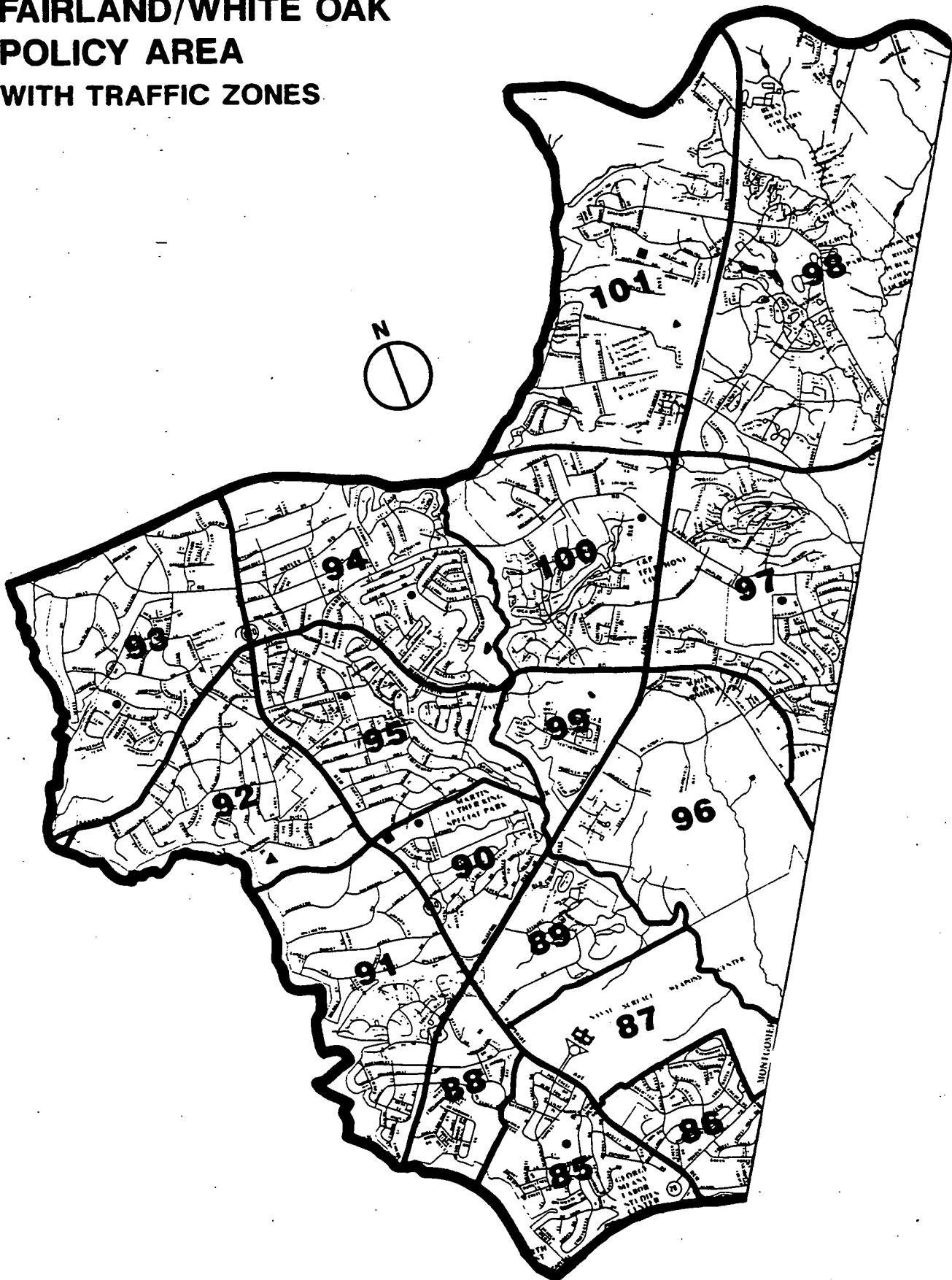
DAMASCUS POLICY AREA WITH TRAFFIC ZONES



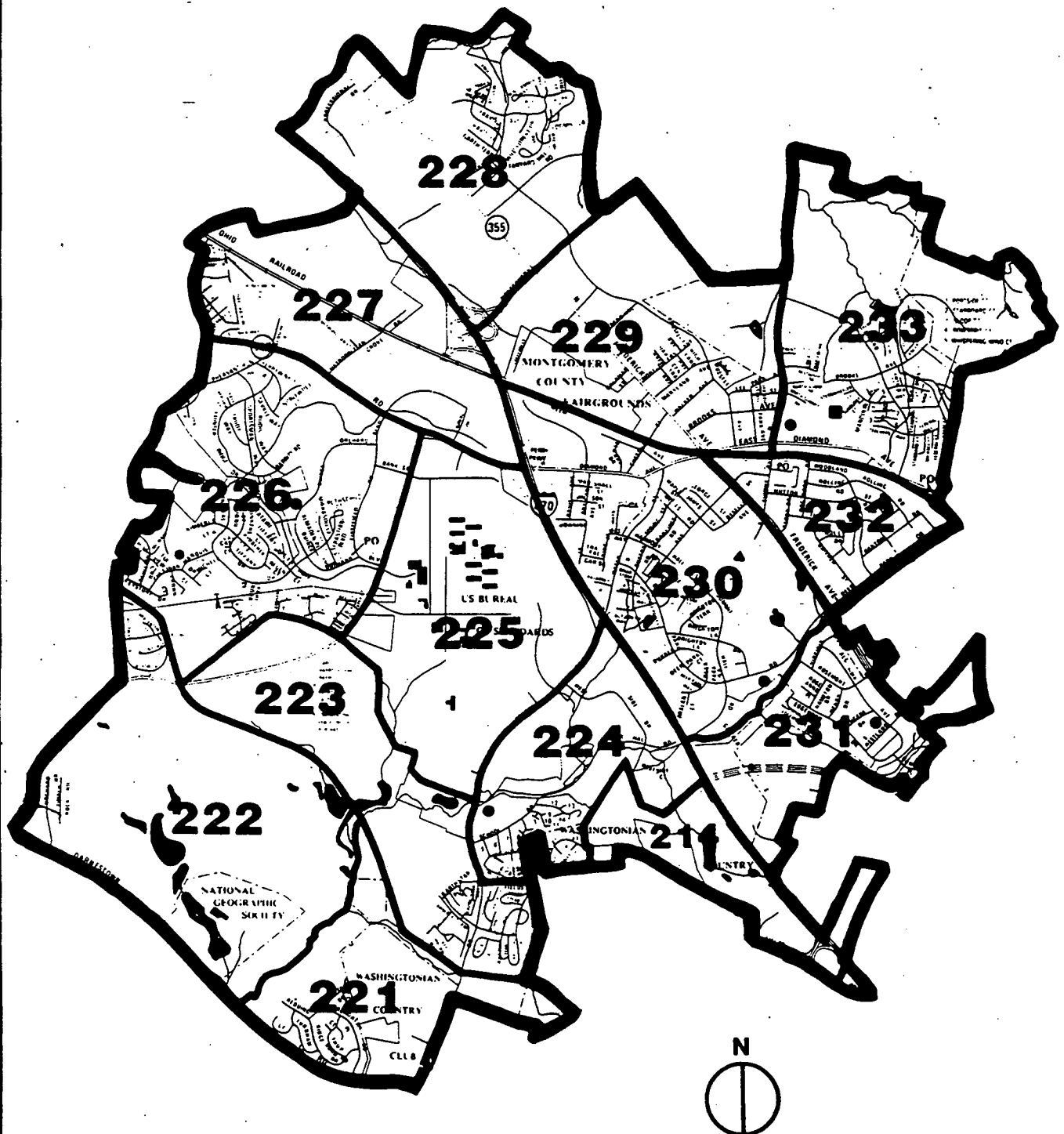
**DERWOOD/
SHADY GROVE
POLICY AREA
WITH TRAFFIC ZONES**



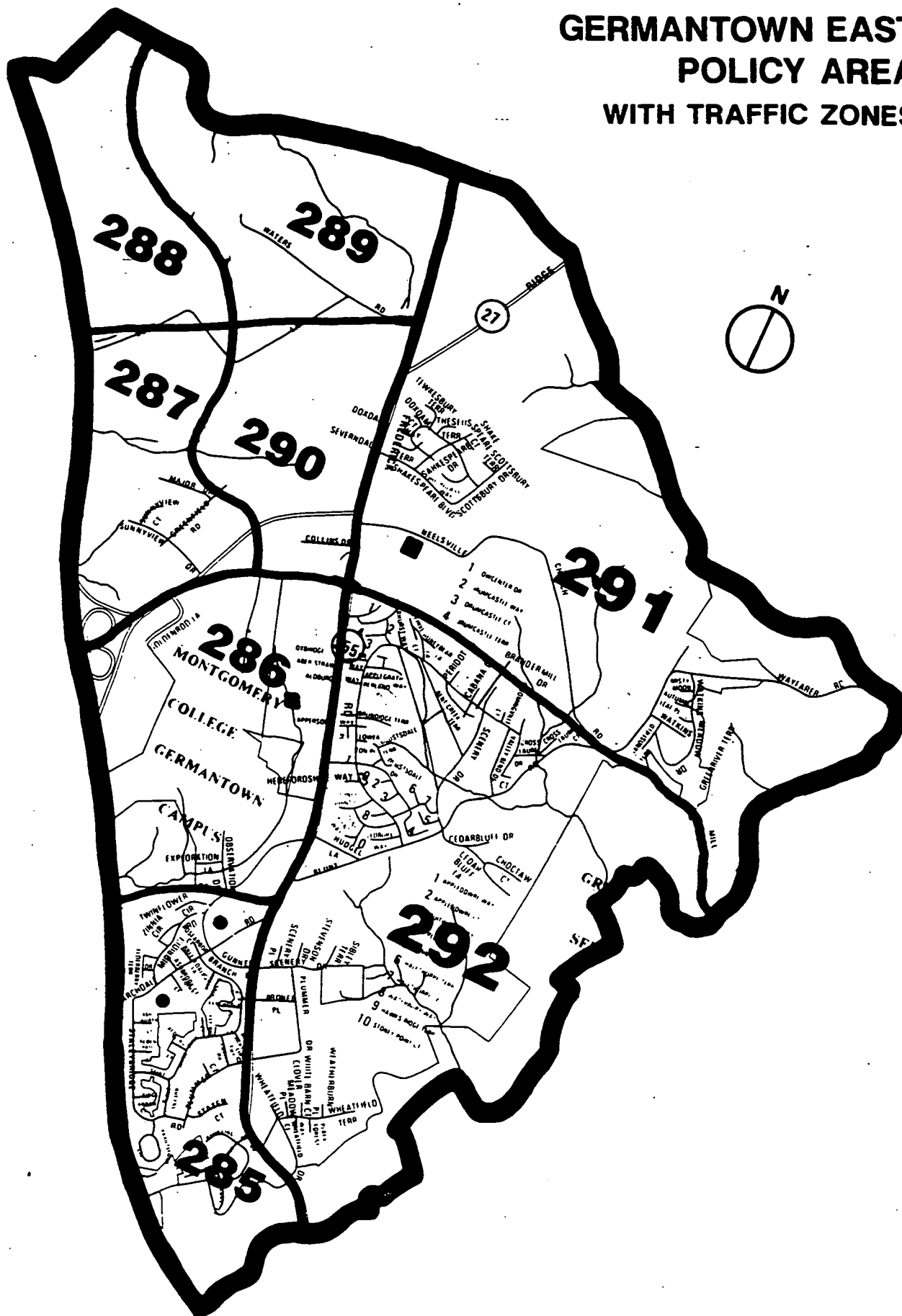
**FAIRLAND/WHITE OAK
POLICY AREA
WITH TRAFFIC ZONES**



GAITHERSBURG CITY POLICY AREA WITH TRAFFIC ZONES

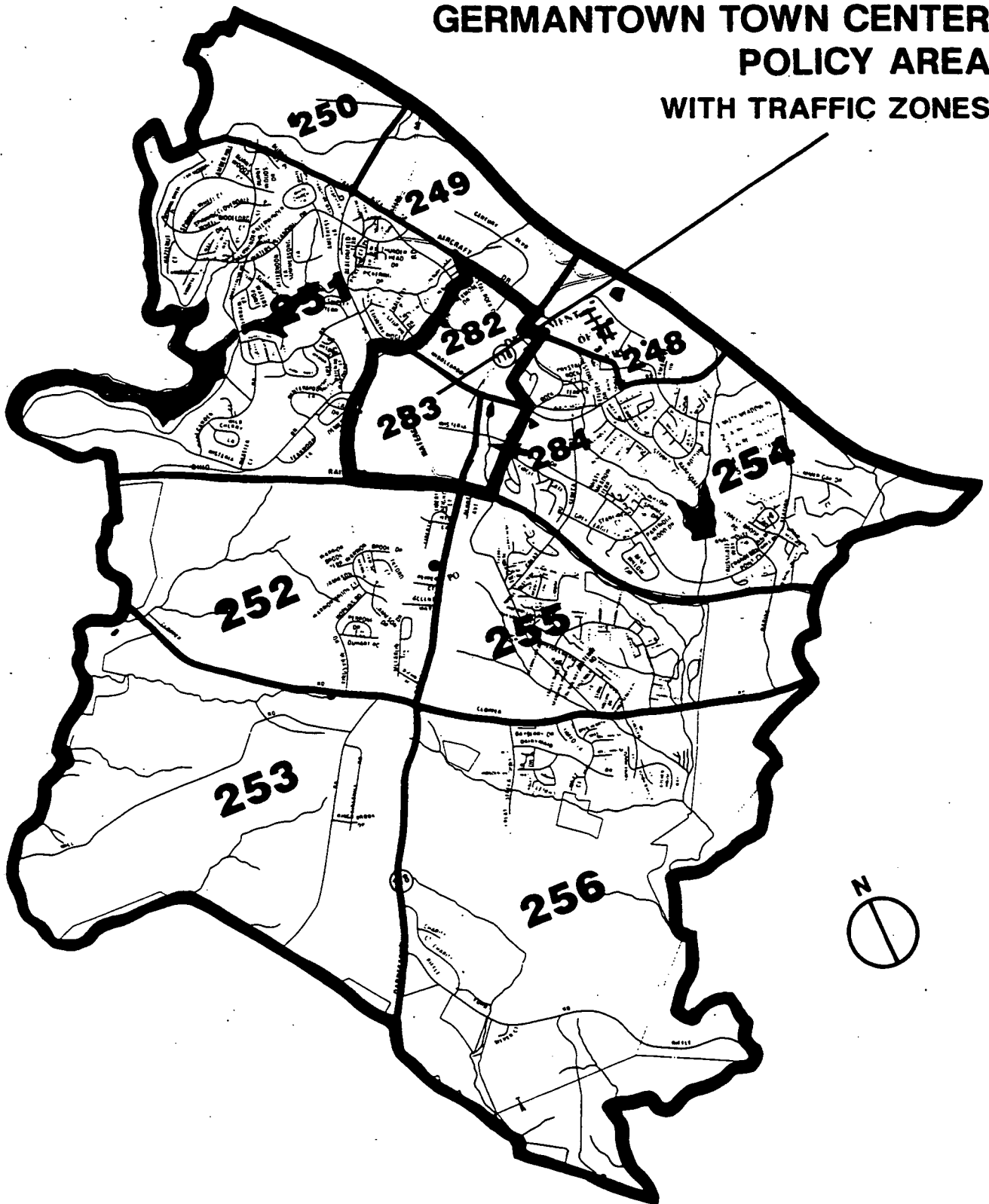


GERMANTOWN EAST POLICY AREA WITH TRAFFIC ZONES

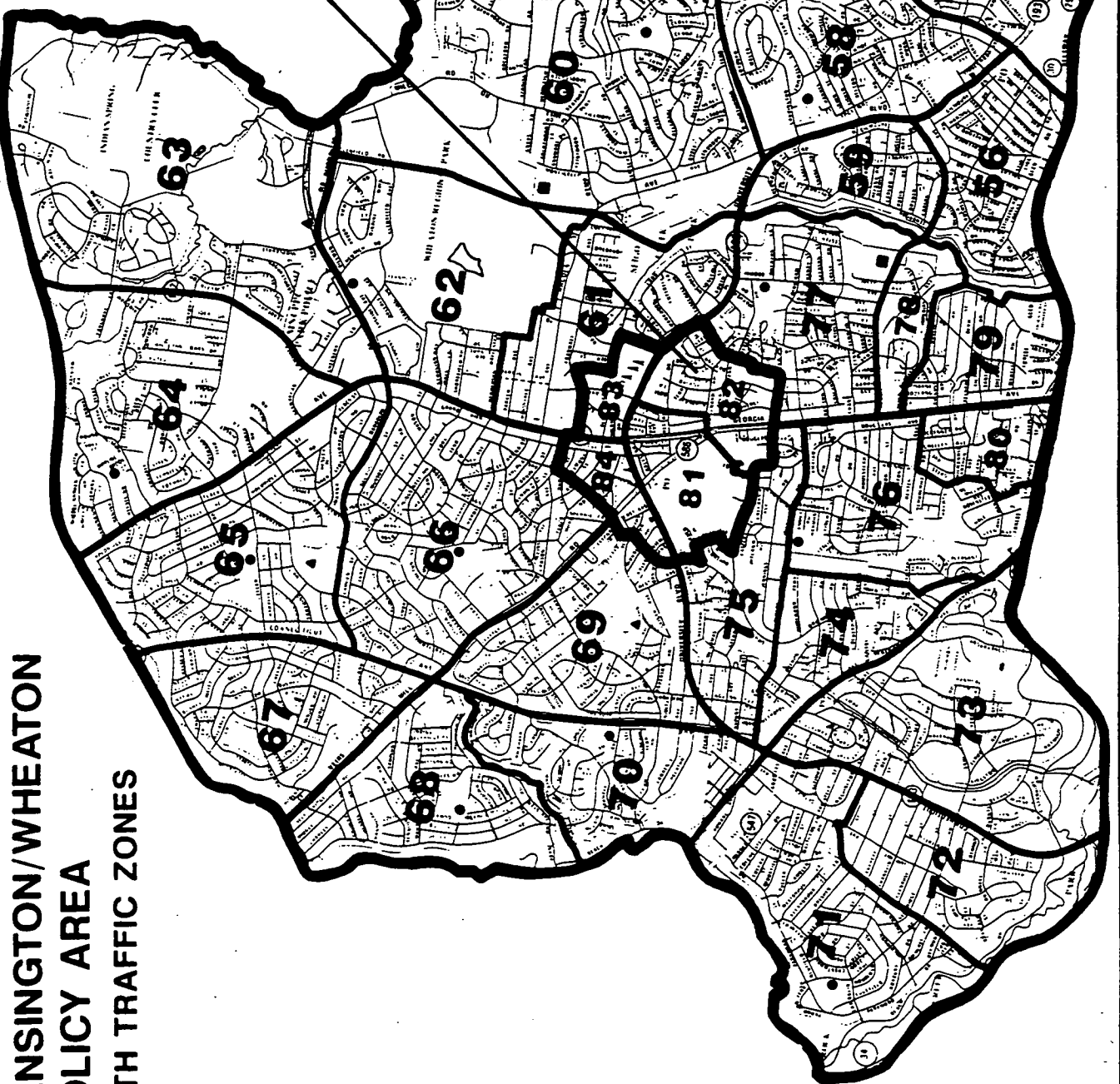


**GERMANTOWN WEST POLICY AREA
WITH TRAFFIC ZONES**

**GERMANTOWN TOWN CENTER
POLICY AREA
WITH TRAFFIC ZONES**

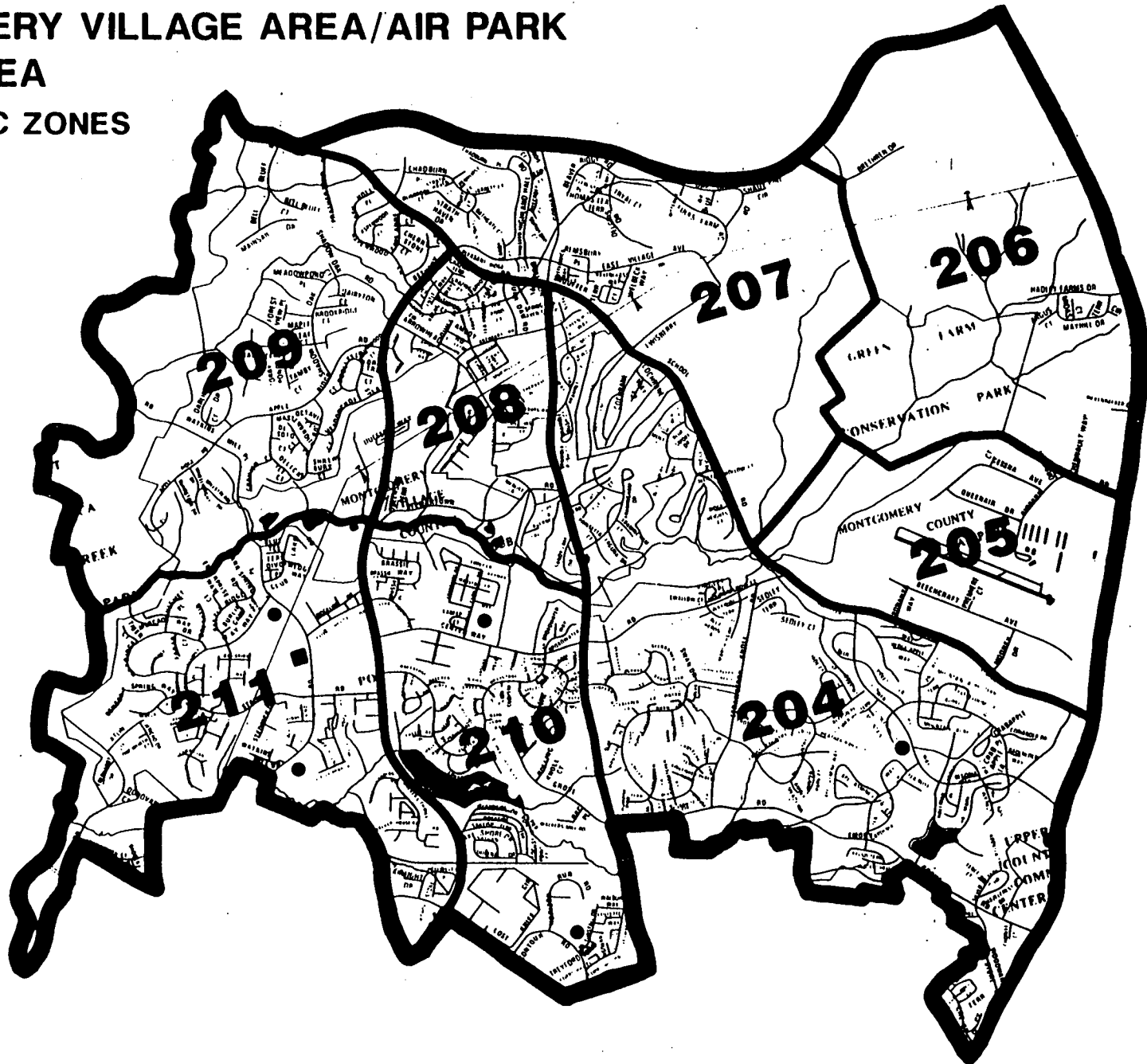


**WHEATON CBD
POLICY AREA
WITH TRAFFIC ZONES**



**KENSINGTON/WHEATON
POLICY AREA
WITH TRAFFIC ZONES**

**MONTGOMERY VILLAGE AREA/AIR PARK
POLICY AREA
WITH TRAFFIC ZONES**

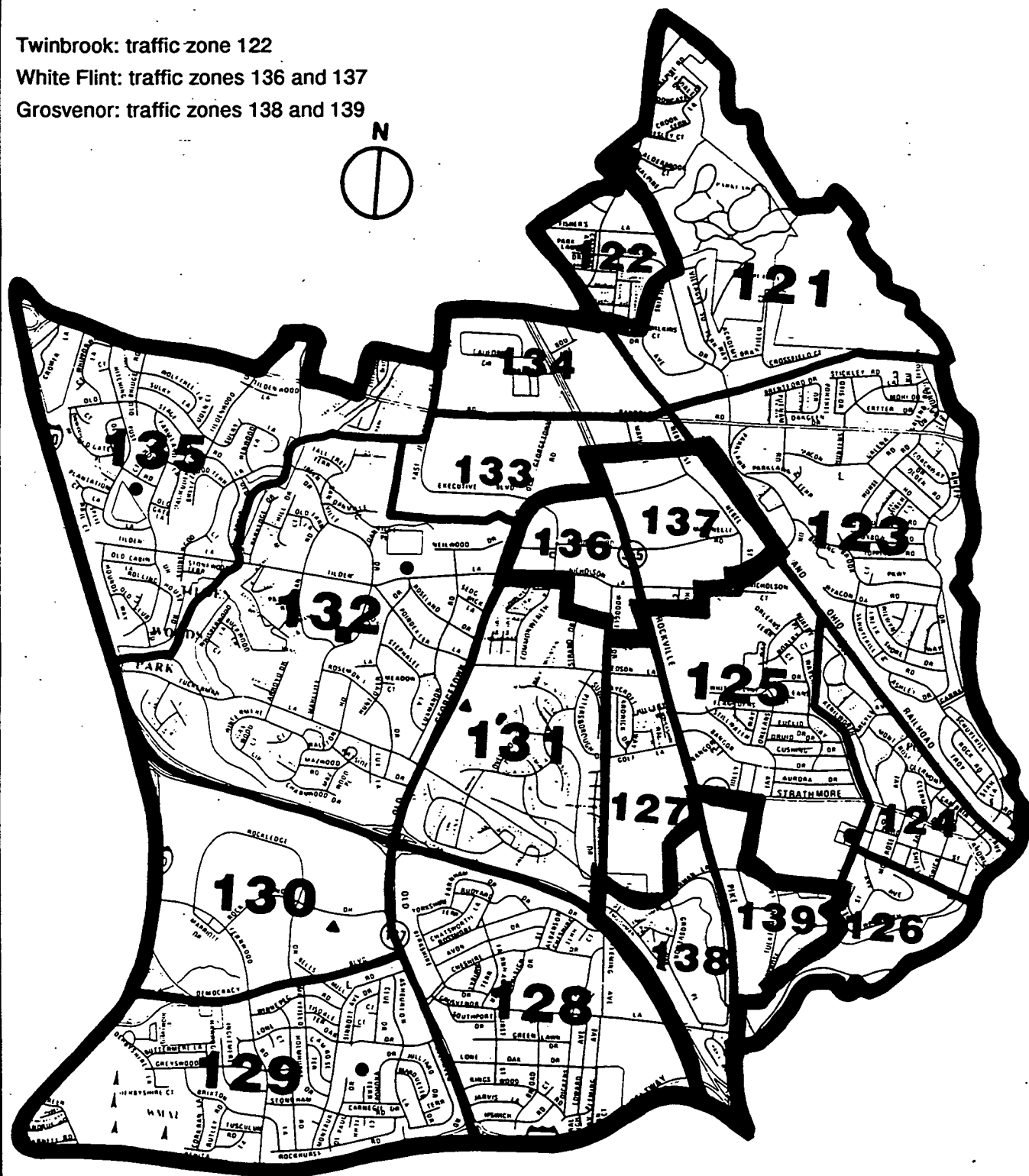


NORTH BETHESDA POLICY AREA WITH TRAFFIC ZONES

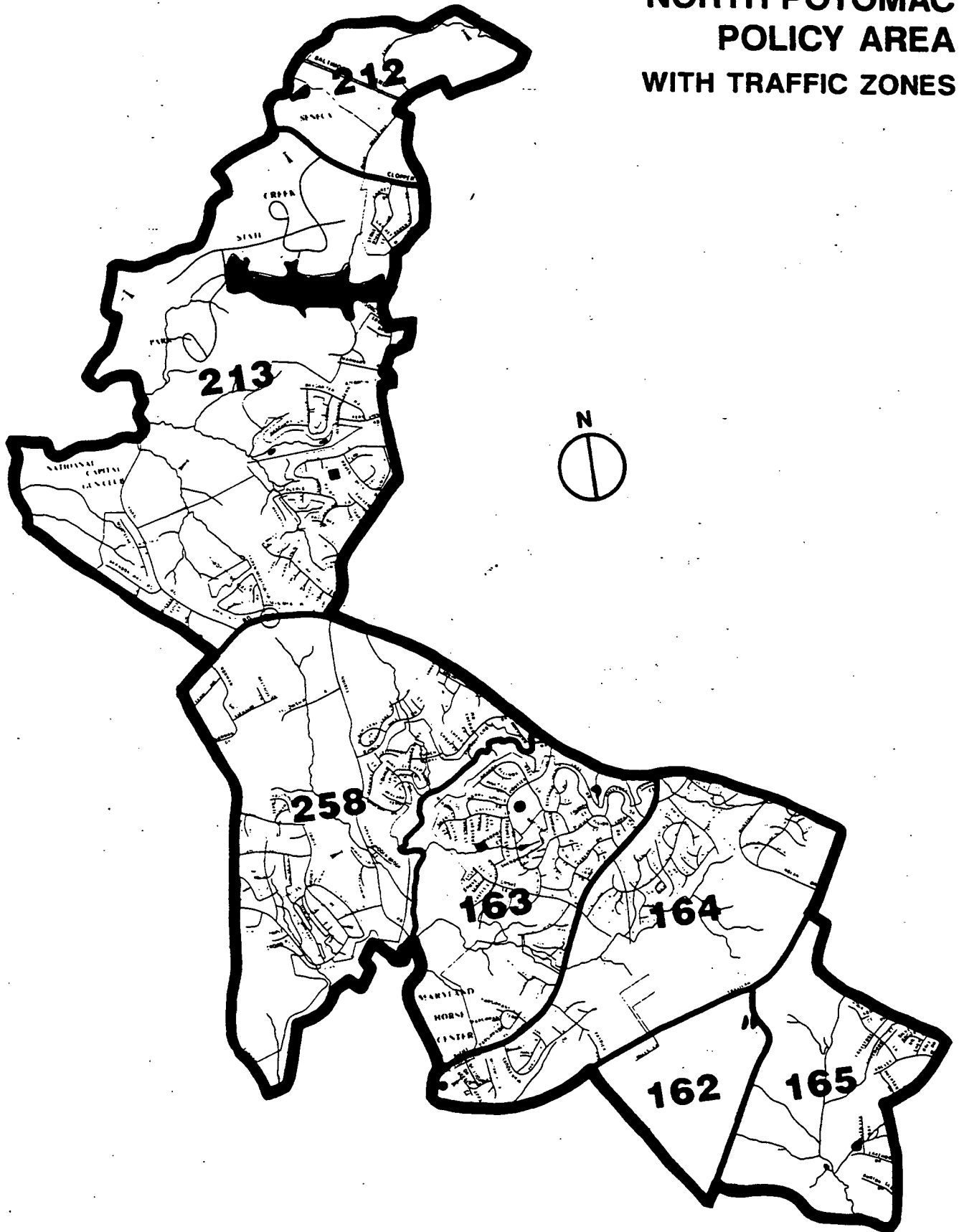
Twinbrook: traffic zone 122

White Flint: traffic zones 136 and 137

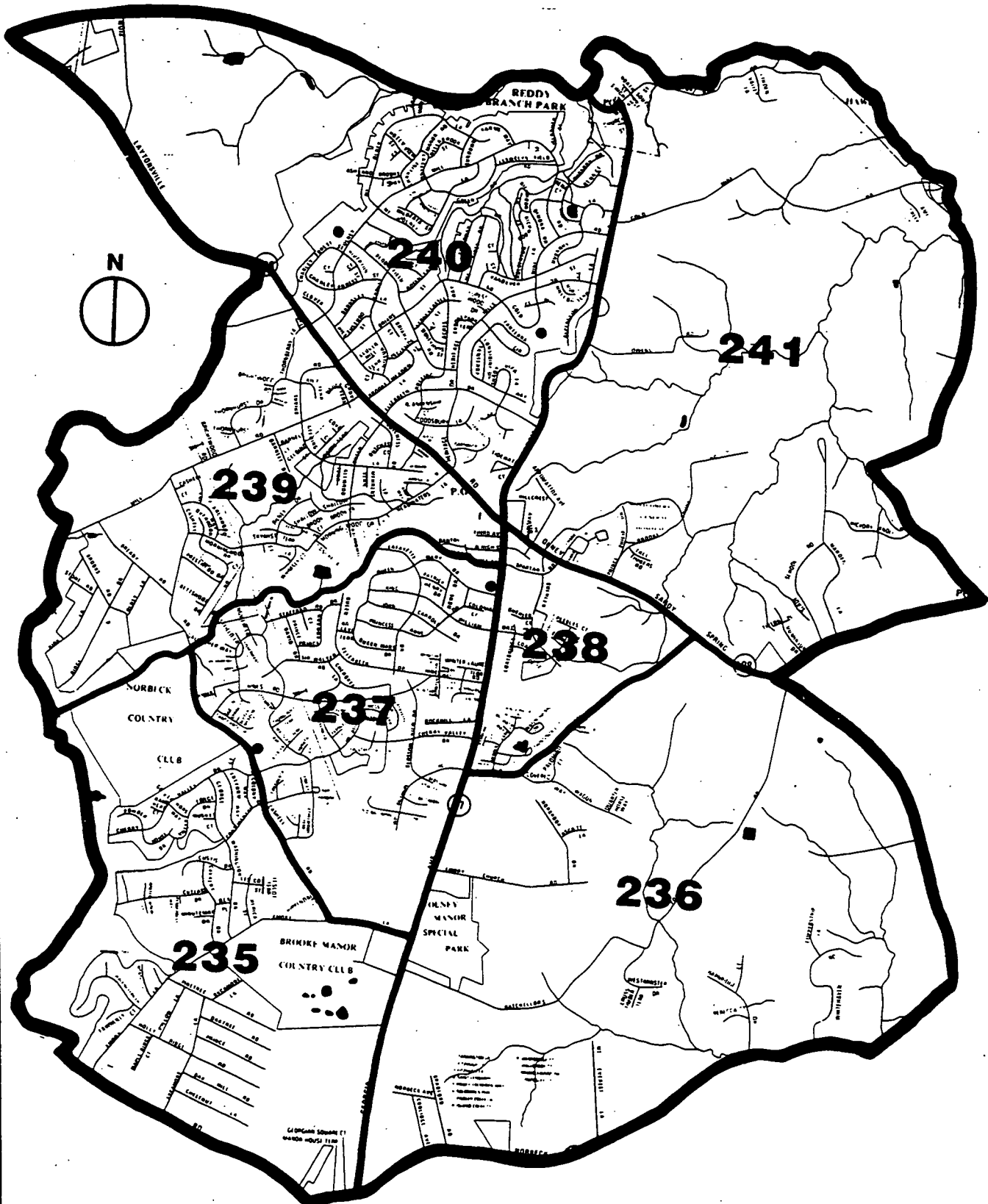
Grosvenor: traffic zones 138 and 139



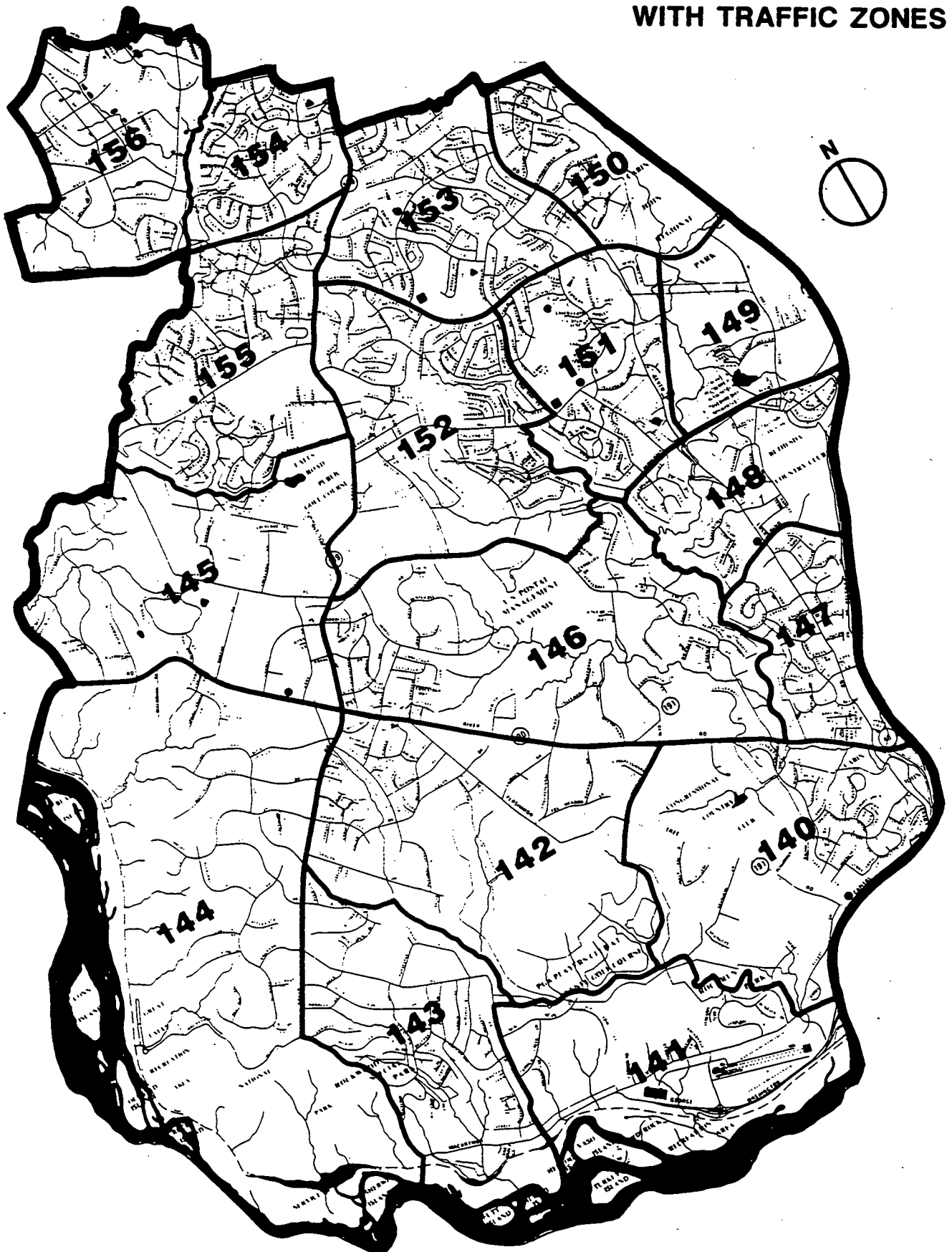
**NORTH POTOMAC
POLICY AREA
WITH TRAFFIC ZONES**



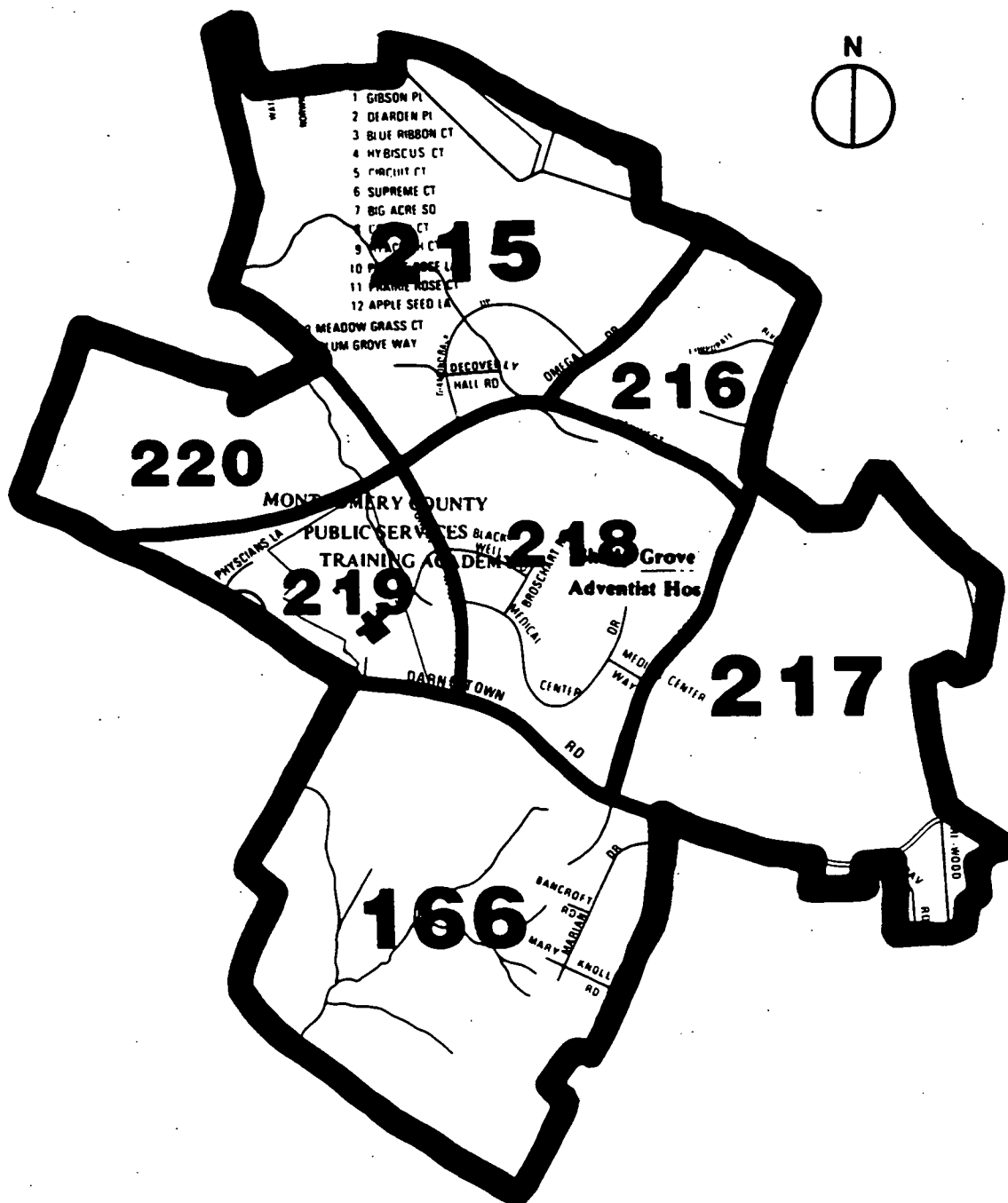
OLNEY POLICY AREA WITH TRAFFIC ZONES



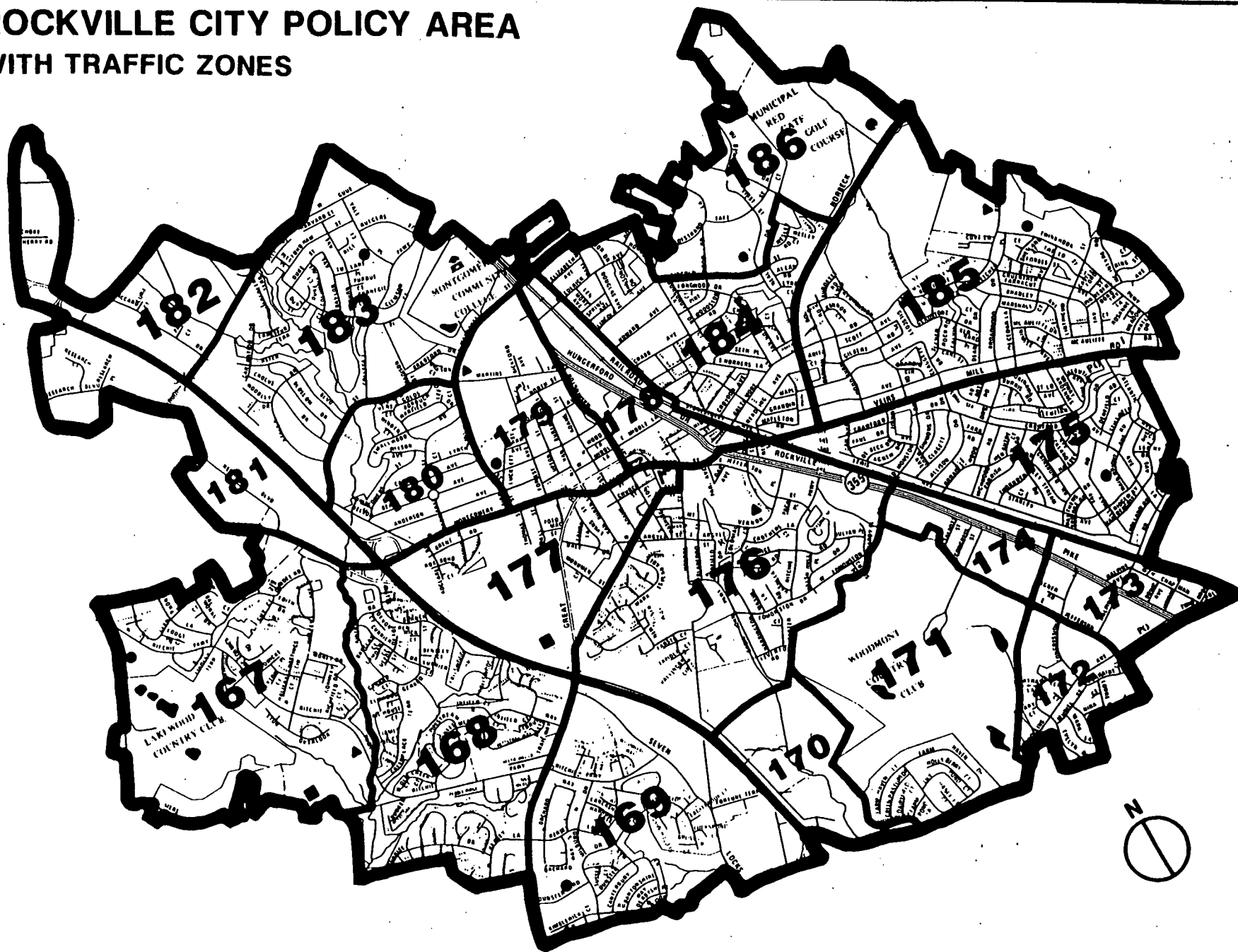
POTOMAC POLICY AREA WITH TRAFFIC ZONES



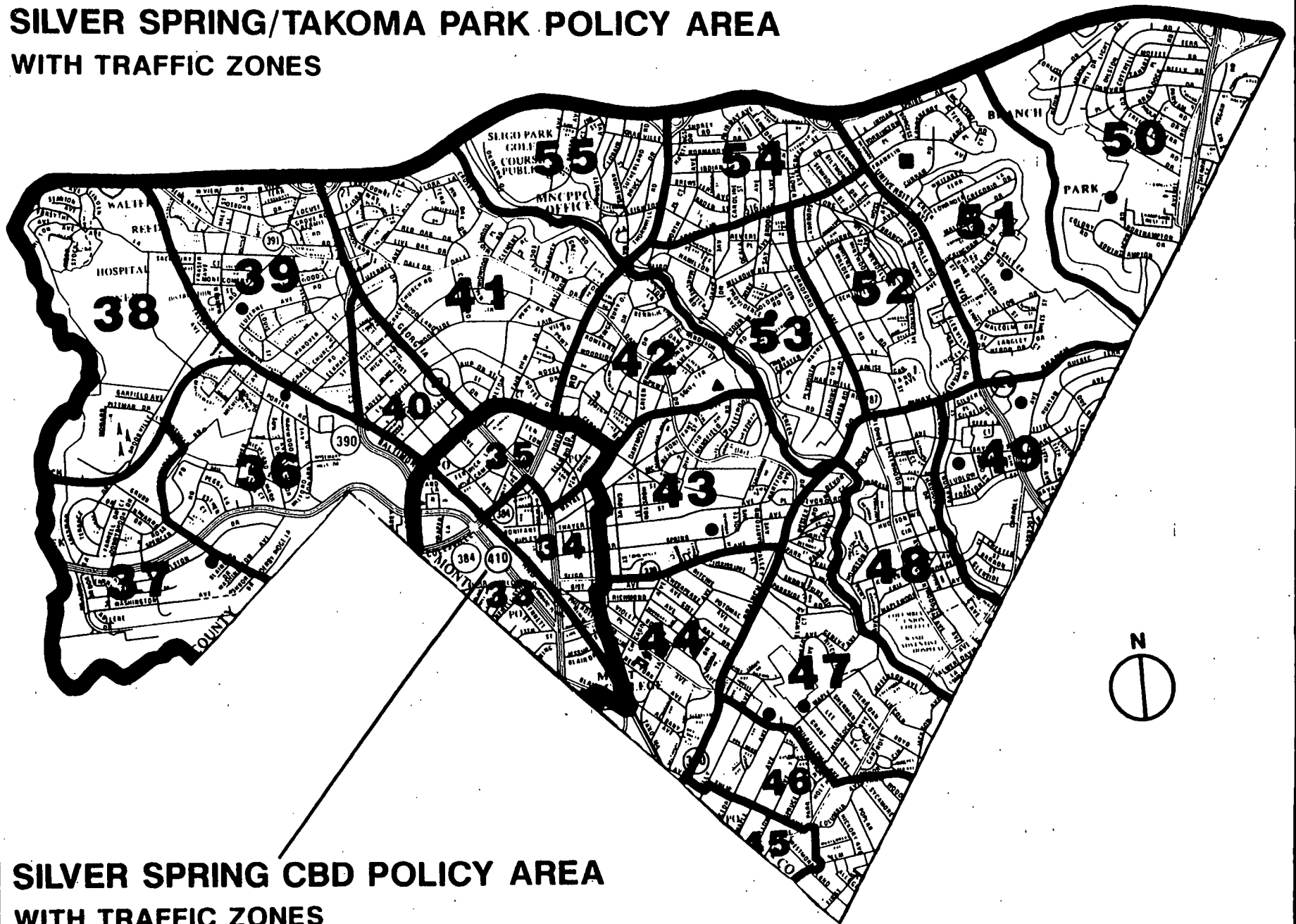
R & D VILLAGE POLICY AREA WITH TRAFFIC ZONES



ROCKVILLE CITY POLICY AREA WITH TRAFFIC ZONES



SILVER SPRING/TAKOMA PARK POLICY AREA WITH TRAFFIC ZONES



SILVER SPRING CBD POLICY AREA WITH TRAFFIC ZONES

APPENDIX 2

The Capital Improvements Program

Table 12:

**LIST OF TRANSPORTATION PROJECTS IN FY94-99 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Aspen Hill	Line 22	154168	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning	N	N	
	11-52	863117				Study	N	N	
Bethesda/Chevy Chase and Bethesda CBD	Line 6	151114	2	F-8,M-7	I-495 Capital Beltway Connecticut Avenue (MD 185) Interchange	Reconstruct	N	Y	1994
	Line 8	----	3	Transit	Silver Spring - Bethesda Trolley/Trail	Under Study	N	N	
	11-161	873198		Easement	Silver Spring to Bethesda Metrorail Stations				
	Line 14		53	M-20	MD 410 Bridge @ Georgetown Branch	Reconstruct	N	N	1995
	Line 20	250002	4	F-8	I-495/I-95 Capital Beltway American Legion to Woodrow Wilson Bridges	Project Planning Study (HOV)	N	N	
Cloverly	Line 15	153337	5	M-12	MD 650- Briggs Chaney Road-Norwood Road	+ 2 Lanes Divided 2 Lanes	N	Y	1997
	11-68	893128			Section 2: ICC to Spencerville Road Briggs Chaney Road/Norwood Road Realigned				
	Line 9	933121	6	M-18	Norbeck Road-Spencerville Road Connector	2 Lanes	N	Y	1997
	11-76	153305			Layhill Road (MD 182) to New Hampshire Ave (MD 650)				
	Line 22	154168	1	F-9	Intercounty Connector	Project Planning	N	N	
	11-52	863117			I-370 to U.S. 1	Study			
Damascus	11-66	883105	7	A-12	MD 124 Extension (A-12)				
					Phase 1: MD 108/MD 124 to 1150 ft N.	2 Lanes	Y	Y	1993
					Phase 2: 1150 ft N. MD 108/MD 124 to MD 27	2 Lanes	N	N	
	11-88	873121	8	P-4 (DAM)	Sweepstakes Road	Safety	N	Y	1997

Notes: "ARP" is Montgomery County's Approved Road Program. Projects listed in the ARP are countable for Local Area Transportation Review.
 "In AGP" means that a project is expected to be countable for Policy Area Transportation Review in FY95. These include projects which are 100 percent programmed for construction in the first 5 years of the County's FY94-99 CIP, the City CIPs, or the State CTP.

LIST OF TRANSPORTATION PROJECTS IN FY94-99 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Derwood/Shady Grove	Line 22 11-52	154168 863117	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	
	Line 18	101062	9	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick Co. Line	Project Planning Study	N	N	
	Line 25	153414	10	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	
	11-97	913127	11	A-250	Avery Road Bridge # 49 Rock Creek	Replacement	Y	Y	1995
Fairland/White Oak	Line 6	152042	12	M-10	U.S. 29 Columbia Pike Bridge over New Hampshire Avenue (MD 650)	+ 2 Lanes	Y	Y	1996
	11-38	833888	13	M-75 A-98	East Randolph Road Widening, Phase 1 b) Kara Lane to Fairland Road c) Fairland Road to Burkhart Street	+ 4 Lanes + 3 Lanes	Y Y	Y Y	1994 1994
	11-40	833969	14	A-98	East Randolph Road Widening, Phase 1 Fairland Road to Old Columbia Pike	+ 3 Lanes	Y	Y	1995
	Line 22 11-52	154168 863117	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	
	Line 21	152019	15	M-10	U.S. 29 Improvement Study Sligo Creek to Howard Co. Line	Project Planning Study	N	N	
	11-35	873114	16	A-51	Briggs Chaney Road Realignment East Old Columbia Pike to 1400' West	2 Lanes	Y	Y	1994
	continued next page								

LIST OF TRANSPORTATION PROJECTS IN FY94-99 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Fairland/White Oak continued	11-36	883103	17	M-95,A-86	Briggs Chaney Road Widening: Phases 1 and 2 Phase 1: Bridge Widening P2:S1: Automobile Blvd. to Gateshead Manor Way P2:S2: Gateshead Manor Way to S. of Dogwood Dr. P2:S3: S. of Dogwood Dr. to Fairland Road	+ 1 Lane + 2 Lanes Divided + 1 Lane + 1 Lane	Y N N N	Y N N N	1995
	none	deleted	18	A-75	Fairland Road East U.S. 29 to Prince George's Co. Line	Safety Widening	N	N	
	11-79	923174	19	P-29 (EMC)	Robey Road S. of Briggs Chaney Road to Greencastle Road	Project Planning Study	N	N	
Gaithersburg City	11-86	803400	20	M-24	MD 124 Relocated Midcounty Highway to Emory Grove Road	4 Lanes	N	Y	1994
	11-59	743799	21	M-26	Longdraft Road, Phase II Clopper Road from Metropolitan Grove Road to Longdraft Road	+ 2 Lanes	Y	Y	1994
	11-56	903145 A211	22	M-42	Life Sciences Center Roadway Improvements Item 2: Shady Grove Road at I-270: Choke Cherry Road to Corporate Blvd.	+ 2 Lanes	Y	Y	1995
	Line 18	101062	9	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick Co. Line	Project Planning Study	N	N	
	Line 12	153386	23	M-24	MD 124 Quince Orchard Road Darnestown Road (MD 28) to Longdraft Road	+ 2 Lanes Divided	N	Y	1998
	----- (MTA)		24	Commuter Rail	Metropolitan Grove MARC Station	New Station	X	Y	1996
	Line 22 11-52	154168 863117	1	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	
	Line 23	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	+ 2 Lanes Divided	N	N	
	Line 25	153435	26	M-26	MD 117 Clopper Road Frederick Ave. (MD 355) to Clarksburg Rd. (MD 121)	Project Planning Study (Reconstruction)	N	N	

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LIST OF TRANSPORTATION PROJECTS IN FY94-99 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Gaithersburg City continued	11-94 ----	883109 77-3	27	A-17	Watkins Mill Road Extended Clopper Road (MD 117) to Frederick Avenue (MD 355)	4 Lanes Divided	N	Y	1998
Germantown East	11-63 Line 7	863171 153023	28	M-61	MD 118 Relocated Phase II: I-270 to Frederick Road (MD 355)	+ 4 Lanes	Y	Y	1994
	11-42	873115	29	M-27	Father Hurley Blvd./Ridge Road Extended Section 1: E. Gore Interchange to Ridge Road Section 2: b) Partial Interchange with I-270	4 Lanes Divided 6 Lanes Divided	Y Y	Y Y	1996 1995
	Line 4	151094	30	F-1	I-270 Father Hurley Blvd to Clarksburg Road (MD 121)	+ 2 Lanes	Y	Y	1997
	none	deleted	31	M-83	Germantown/Montgomery Village Connector Montgomery Village Ave. to MD 118 extended	4 Lanes Divided	N	N	
	Line 18	101062	9	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick Co. Line	Project Planning Study	N	N	
	Line 26	153414	10	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	
	Line 13	153397	32	M-6	MD 355 Frederick Avenue a. Montgomery Village Avenue to Middlebrook Road b. Middlebrook Road to Watkins Mill Road	+ 2 (6) Lanes Divided + 2 Lanes	Y	N	1999 1997
Germantown West and Germantown Town Center	11-63 Line 11	863171 153023	33	M-61	MD 118 Relocated Phase I: Wisteria Drive to Clopper Road (MD 117)	+ 6 Lanes Divided, + 2 Lanes (A254-117)	N	Y	1997
	11-42	873115	29	M-27	Father Hurley Blvd./Ridge Road Extended Section 2: a) Crystal Rock Drive to Gore of Interchange with I Section 2: b) Partial Interchange with I-270	6 Lanes Divided 6 Lanes Divided	Y Y	Y Y	1996 1995
	11-74	863125	34	M-85	Middlebrook Road Phase I: Great Seneca Highway to I-270	+ 4 Lanes Divided	N	Y	1995

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LIST OF TRANSPORTATION PROJECTS IN FY94-99 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Germantown West and Germantown Town Center continued.	11-168	763644	35	Commuter Rail	Germantown MARC Rail Station	----	----	Y	1993
	-----	(MTA)	35	Commuter Rail	Brunswick Line: Germantown Station Parking Garage	----	----	Y	1996
	-----	-----		Commuter Rail	Brunswick Line MARC Service Extension to Frederick	----	N	N	
	Line 4	151094	30	F-1	I-270: Father Hurley to Clarksburg Rd (MD 121)	+ 2 Lanes	Y	Y	1997
	Line 18	101062	9	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick Co. Line	Project Planning Study	N	N	
	Line 24	153435	26	M-26	MD 117 Clopper Road Frederick Ave. (MD 355) to Clarksburg Rd. (MD 121)	Project Planning Study (Reconstruction)	N	N	
Kensington/Wheaton and Wheaton CBD	-----	(WMAT)	36	Metrorail	Metrorail (Red Line) Construction	----	N	Y	1998
	11-46	903192	37	A-56	Glenallen Avenue Georgia Ave. (MD 97) to Layhill Road (MD 182)	+ 1 Lane	Y	Y	1994
	Line 7	152043	38	M-10	U.S. 29 Columbia Pike Intersection Reconstruction at Four Corners		N	Y	1998
	Line 21	152019	15	M-10	U.S. 29 Improvement Study Sligo Creek to Howard Co. Line	Project Planning Study	N	N	
Montgomery Village/ Airport	11-113	823754	39	A-17	Watkins Mill Road Bridge Whetstone Run Stream	+ 2 Lanes	N	Y	1998
	none	deleted	31	M-83	Germantown/Montgomery Village Connector Montgomery Village Ave. to MD 118 extended	4 Lanes Divided	N	N	
	11-47	943111	40	M-25 A-14	Goshen Road Phase I: Girard Street to Warfield Road Phase II: Warfield Road to MD 124	+ 2 Lanes 2 Lanes	N N	N N	

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LIST OF TRANSPORTATION PROJECTS IN FY94-99 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

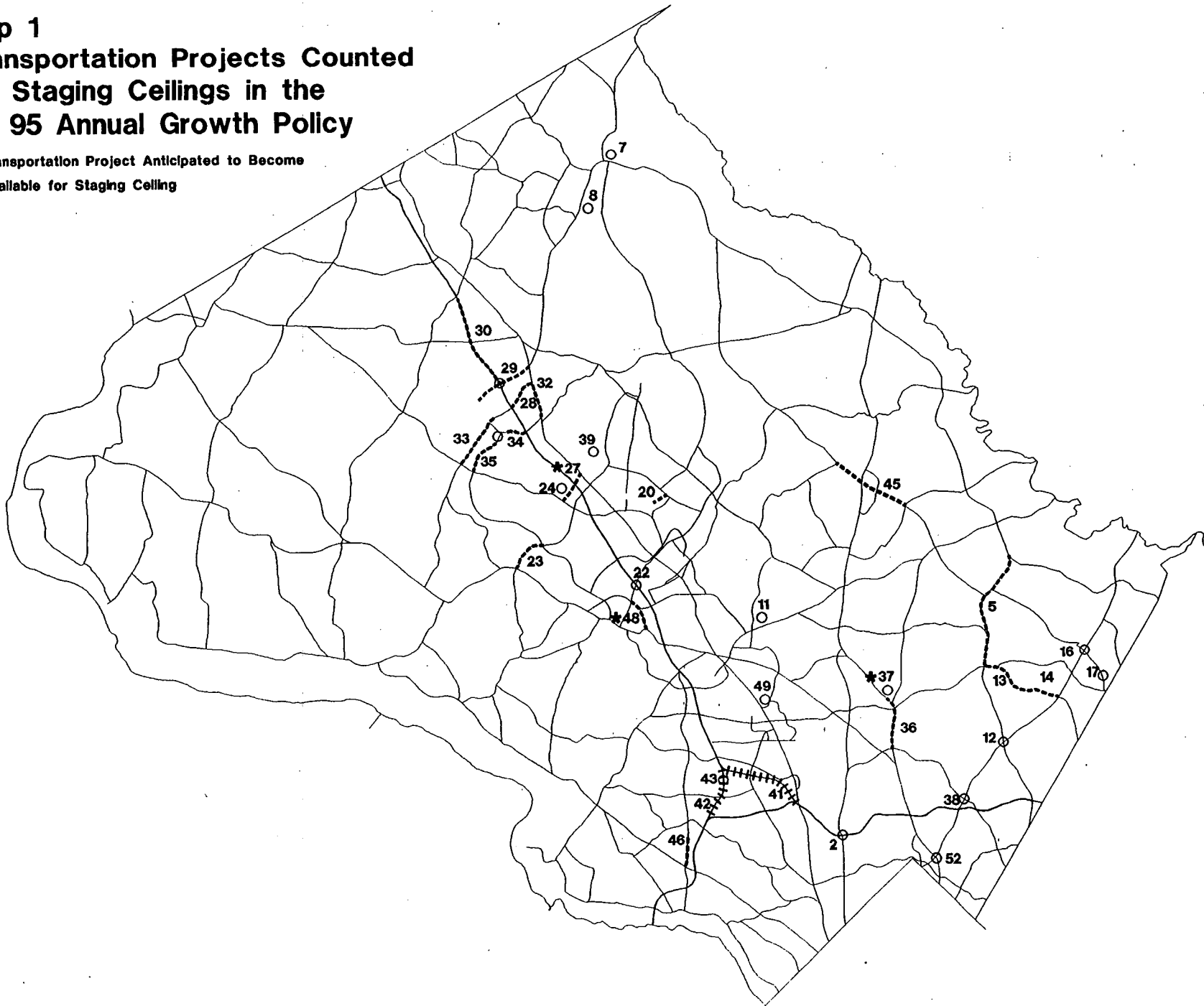
Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Montgomery Village/Airpark continued	Line 26	153414	10	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	
North Bethesda, Grosvenor, White Flint, and Twinbrook	Line 19	151112			I-270 and I-270 Spur				
	-Line 3		41	F-1	East Spur: I-495 to I-270 Y Split	+ 2 Lanes (HOV)	Y	Y	1994
	-Line 2		42	F-1a	West Spur: I-495 to I-270 Y Split	+ 2 Lanes (HOV)	N	Y	1997
	11-107	813691	43	A-85	I-270 Overpass/Westlake-Fernwood	4 Lanes	Y	Y	1998
North Potomac	11-59	743799	21	A-17	Longdraft Road, Phase II Longdraft Road to Game Preserve Road	+ 2 Lanes	Y	Y	1994
	Line 12	153386	23	M-24	MD 124 Quince Orchard Road Darnestown Road (MD 28) to Longdraft Road	+ 2 Lanes Divided	N	Y	1998
	Line 23	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	+ 2 Lanes Divided	N	N	
	Line 24	153435	26	M-26	MD 117 Clopper Road Frederick Ave. (MD 355) to Clarksburg Rd. (MD 121)	Project Planning Study (Reconstruction)			
Olney	Line 10	153370	45	M-60	Laytonsville-Sandy Spring Road (MD 108)	+ 2 Lanes Divided	Y	Y	1997
	Line 22	154168	1	F-9	Intercounty Connector	Project Planning Study	N	N	
	11-52	863117			I-370 to U.S. 1				
Potomac	11-83	863110	46	A-79	Seven Locks Road: River Road to Dwight Drive River Road to Dwight Drive	Safety Improvement	Y	Y	1994
	Line 26	153371	47	M-14	Falls Road (MD 189) River Road (MD 190) to Wootton Parkway	Project Planning Study	N	N	

**LIST OF TRANSPORTATION PROJECTS IN FY94-99 CAPITAL IMPROVEMENTS PROGRAM
AND MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM**

Policy Area	PDF or Line No.	Project No.	Map No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
R & D Village	11-56	903145 A211	22	M-42	Life Sciences Center Roadway Improvements Item 2: Shady Grove Road at I-270: Choke Cherry Road to Corporate Blvd.	+ 2 Lanes	Y	Y	1995
	Line 8 11-54	153439 863179	48	M-22	MD 28, Darnestown Road Relocated (Key West Avenue) I-270 to Research Boulevard Research Boulevard to Gude Drive	+ 2 Lanes 6 Lanes Divided	N N	Y Y	1998 1998
	Line 23	153387	25	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	+ 2 Lanes Divided	N	N	
Rockville	----	8811	49		Chapman Avenue Halpine Road to Rockville Pike (MD 355)	2 Lanes	N	N	
	----	0811	50	A-72	Wootton Parkway Falls Road to MD 28	+ 2 Lanes Divided	N	N	
	Line 8 11-54	153439 863179	48	M-22	MD 28, Darnestown Road Relocated (Key West Avenue) I-270 to Research Boulevard Research Boulevard to Gude Drive	+ 2 Lanes 6 Lanes Divided	N N	Y Y	1998 1998
Silver Spring/Takoma Park and Silver Spring CBD	11-125	873116	52		Silver Spring Intersections/Roadway Improvements	11 Intersections		Y/N	varies
	----	----	3	Transit	Silver Spring - Bethesda Trolley/Trail	Under Study	N	N	
	11-161	873198		Easement	Silver Spring to Bethesda Metrorail Stations				
	Line 20	250002	4	F-8	I-495/I-95 Capital Beltway American Legion to Woodrow Wilson Bridges	Project Planning Study (HOV)	N	N	

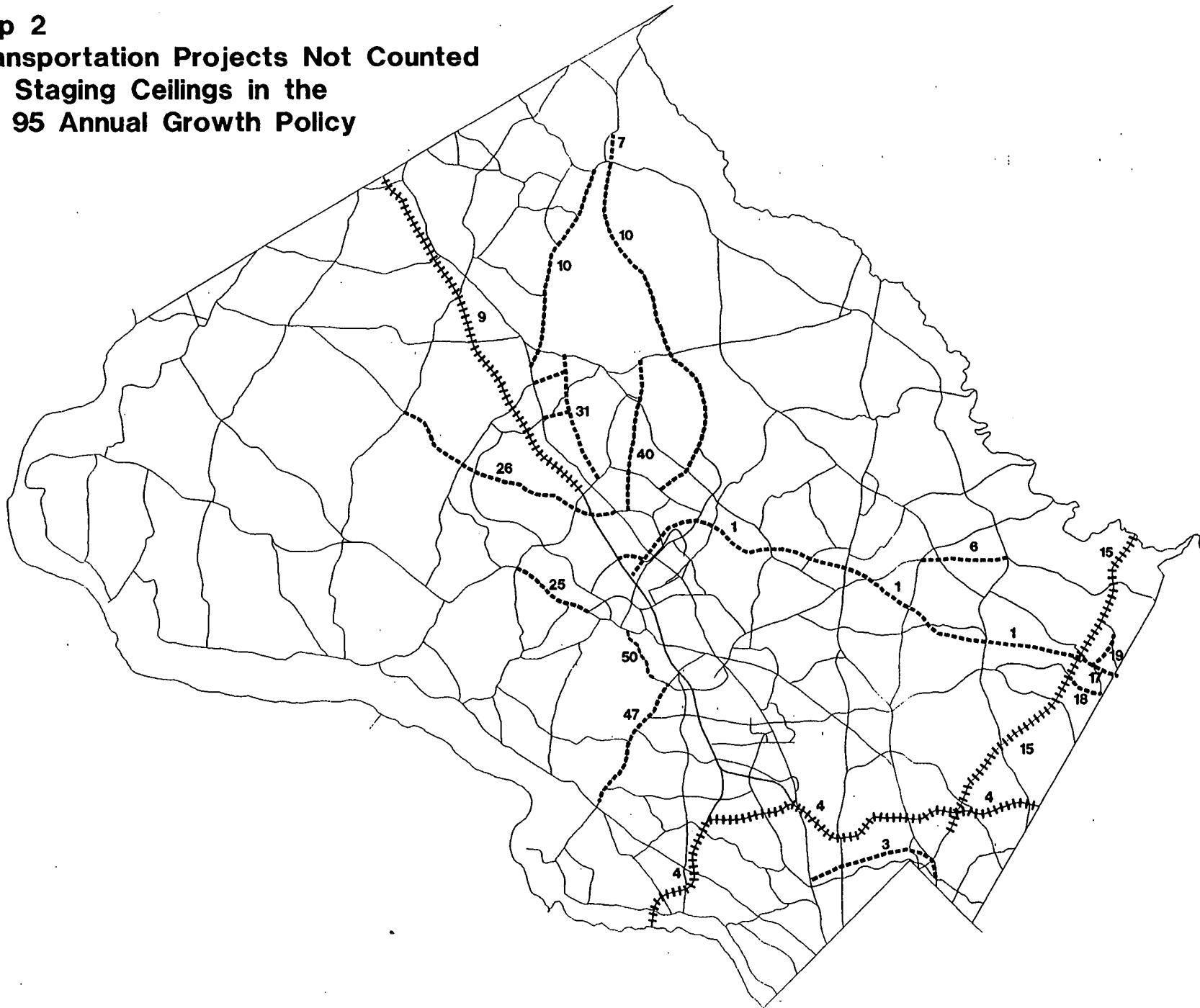
Map 1 **Transportation Projects Counted** **for Staging Ceilings in the** **FY 95 Annual Growth Policy**

★ Transportation Project Anticipated to Become
 Available for Staging Ceiling



Map 2
Transportation Projects Not Counted
for Staging Ceilings in the
FY 95 Annual Growth Policy

103



APPENDIX 3

Annual Growth
Policy Legislation

ADOPTED OCTOBER 5, 1993

Emergency Bill No.: 29-93
Concerning: Annual Growth Policy
 - Revisions
Draft No. & Date: 3 10/5/93
Introduced: August 3, 1993
Enacted: October 5, 1993
Executive: October 14, 1993
Effective: October 14, 1993
Sunset Date: None
Ch. 38, Laws of Mont. Co. 1993

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President

AN EMERGENCY ACT to:

- (1) revise the schedule for the preparation and adoption of the Annual Growth Policy; and
- (2) revise and clarify the process by which the Annual Growth Policy may be adopted and amended.

By amending

Montgomery County Code
Chapter 33A, Planning Procedures
Article II, Annual Growth Policy
Section 33A-15

EXPLANATION: Boldface indicates a heading or a defined term
Underlining indicates text that is added to existing law by the original bill
[Single boldface brackets] indicate text that is deleted from existing law by the original bill
Double underlining indicates text that is added to the bill by amendment
[[Double boldface brackets]] indicate text that is deleted from existing law or the bill by amendment
* * * indicates existing law unaffected by the bill

The County Council for Montgomery County, Maryland, approves the following act:

1 Sec. 1. Section 33A-15 is amended as follows:

2 33A-15. Annual Growth Policy.

3 (a) Purpose.

4 (1) The purpose of this article is to establish a process
5 by which the [county council] County Council can give
6 policy guidance to [the various] agencies of
7 government and [to] the [general] public on matters
8 concerning:

9 [a.] (A) [Land] land use development;

10 [b.] (B) [Growth] growth management; and

11 [c.] (C) [Related] related environmental, economic, and
12 social issues.

13 (2) The process will be established through the adoption
14 by the [county council] County Council of an annual
15 growth policy, which is intended to be an instrument
16 that facilitates and coordinates the use of the
17 [[various]] powers of government to limit or encourage
18 growth and development in a manner that best enhances
19 the general health, welfare, and safety of the
20 residents of the county.

21 (b) Simplified description.

22 [(1) The county council must adopt a growth policy:

23 a. No later than June 30 of each year; and

24 b. After:

25 (i) Receipt of a draft annual growth policy
26 prepared by the Montgomery County Planning
27 Board;

(ii) Receipt of specific recommendations prepared by the county executive, and comments by other public agencies concerning the draft annual growth policy; and

(iii) A public hearing on both the draft annual growth policy and the recommendations of the executive, and on the comments of other agencies.

(2) The annual growth policy is effective for a fiscal year, beginning July 1 through June 30.]

(1) The annual growth policy has two components: a ceiling element and a policy element.

(2) The ceiling element must be adopted annually by the County Council. It consists of:

(A) growth ceilings based on transportation capacity for each policy area in the County, for both residential and employment land uses, which must be consistent with relevant portions of state, county, and municipal capital improvement programs;

(B) the determination whether adequate capacity will exist for public schools[[, sewerage, water service, police stations, firehouses, and health clinics]]; and

(C) a list of any roads, transit, or [[other public]] school facilities that should not be counted in calculating growth ceilings [[based on

55 transportation capacity or in determining whether
56 adequate capacity will exist for other public
57 facilities]].

58 (3) The policy element must be adopted [[biennially]]
59 every two years by the County Council. It consists of
60 other policy guidelines for the Planning Board, and
61 [[for]] other agencies as appropriate, [[with respect
62 to]] for their administration of laws and regulations
63 which affect growth and development.

64 (c) Duties of the [planning board] Montgomery County Planning
65 Board.

66 [(1) The Montgomery County Planning Board must:

67 a. Each year, produce a draft annual growth policy;

68 b. By December 1 of each year:

69 (i) Send copies of the draft to the county
70 executive, the other agencies, and the
71 county council; and

72 (ii) Make copies available to the general public.

73 c. By October 15, make available a staff draft
74 ceiling element to the staff of the executive and
75 other agencies for their use in preparing
76 recommended capital improvements programs for the
77 next fiscal year.

78 (2) The draft annual growth policy must include:

79 a. A status report on the general land use
80 conditions in the county, including:

81 (i) The remaining growth capacity of zoned land;

(ii) The pipeline of approved development permits, including preliminary subdivision plans, sewer authorizations, record plats, and building permits;

(iii) The recent trends in real estate transactions;

(iv) The level of service conditions of major public facilities and environmentally sensitive areas; and

(v) Other relevant monitoring measures.

b. A forecast of the most probable trends in population, households, and employment for the next ten (10) years, including a section that focuses on the key factors that may affect the trends for the immediate next two (2) years;

c. A set of recommended growth capacity ceilings for each policy area within the county, for both residential and employment land uses, which are based on:

(i) Alternative possible scenarios of potential public facility growth; and

(ii) Recommended level of service indices for major public facilities.

d. A set of policy guidelines for the planning board, and other agencies as appropriate, with respect to their administration of the ordinances and regulations that affect growth and

development; and

e. Any other information or recommendations as may be relevant to the general subject of growth policy, or as may be requested by the county council:

(i) In the course of adopting the annual growth policy for the year; or

(ii) By a subsequent resolution.]

(1) Each year, the Planning Board must produce a recommended ceiling element.

(A) By [[October 15]] November 7, the Board must make available a staff draft ceiling element to the County Executive and other county agencies for their use in preparing recommended capital improvement programs for the next fiscal year.

(B) By May 1, the Board must[, for each policy area]]:

(i) for each policy area, calculate the existing pipeline of approved development permits, including preliminary subdivision plans, sewer authorizations, record plats, and building permits;

(ii) for each policy area, recommend growth ceilings based on transportation capacity, for both residential and employment land uses, consistent with the latest information in relevant portions of the upcoming county,

- 136 state, and municipal capital improvement
137 programs;
- 138 (iii) for each high school cluster, recommend
139 whether public school capacity[, sewerage,
140 water service, police stations, firehouses,
141 and health clinics]] will be adequate to
142 [[service]] serve planned growth; and
- 143 (iv) list any roads, transit, and [[other
144 public]] school facilities that should not
145 be counted in calculating growth ceilings
146 [[based on transportation capacity or in
147 determining whether adequate capacity will
148 exist for other public facilities]].

149 (2) Every two years, beginning in 1995, the Planning Board
150 must produce a recommended policy element.

151 (A) By May 1, the Planning Board must send to the
152 County Council a staff draft policy element which
153 includes:

- 154 (i) a status report on general land use
155 conditions in the county, including the
156 remaining growth capacity of zoned land,
157 recent trends in real estate transactions,
158 the level of service conditions of major
159 public facilities and environmentally
160 sensitive areas, and other relevant
161 monitoring measures;
- 162 (ii) a forecast of the most probable trends in

population, households, and employment for
the next 10 years, including key factors
that may affect the trends;

(iii) a recommended set of policy guidelines for
the Planning Board, and other agencies as
appropriate, with respect to their
administration of laws and regulations which
affect growth and development; and

(iv) any other information or recommendations
relevant to growth policy, or requested by
the County Council in the course of adopting
the annual growth policy or by a later
resolution.

(B) By June 15, the Board must produce a recommended
policy element which reflects the Planning
Board's views on the items in subsection
(2)(A)(iii) and (2)(A)(iv).

(3) The Planning Board must promptly make available to the
County Executive, other agencies, and the public
copies of the staff draft and recommended ceiling and
policy elements.

(d) Duties of the [county executive] County Executive.

[(1) By January 15 of each year, the county executive must
send to the county council:

a. Recommended growth capacity ceilings for each
planning policy area, for both residential and
employment land uses, that are consistent with

the recommended capital improvements program; and

b. Any other revisions in the draft of the planning board in the form of specific additions or deletions.

(2) At the same time, the county executive must make available to the planning board, the other agencies, and the general public copies of these recommendations.

(3) During the year, the county executive must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by executive branch departments.

(4) The county executive must use the information in the draft annual growth policy of the planning board as a reference document in preparing the recommended capital improvements program of the executive for the next fiscal year, particularly with respect to the linkage between future capital construction schedules and policy area capacity ceilings.]

(1) By May [[1]] 15 of each year, the County Executive must send to the County Council a recommended ceiling element, including:

(A) growth ceilings based on transportation capacity, for both residential and employment land uses, consistent with the latest information in relevant portions of the upcoming county, state, and municipal capital improvement programs;

217 (B) recommendations regarding whether public school
218 capacity[[, sewerage, water service, police
219 stations, firehouses, and health clinics]] will
220 be adequate to [[service]] serve planned growth;
221 and

222 (C) a list of any roads, transit, and other
223 [[public]] school facilities that should not be
224 counted in calculating growth ceilings [[based on
225 transportation capacity or in determining whether
226 adequate capacity will exist for other public
227 facilities]].

228 (2) Every two years, beginning in 1995, the County
229 Executive must send to the County Council by August 1
230 any revisions to the recommended policy element of the
231 Planning Board in the form of specific additions and
232 deletions.

233 (3) The County Executive must promptly make available to
234 the Planning Board, other agencies, and the public
235 copies of the County Executive's recommendations.

236 (4) The County Executive must assist the Planning Board to
237 compile its status report for the recommended annual
238 growth policy by making available monitoring data
239 which is routinely collected by executive branch
240 departments.

241 (5) The County Executive should use the information in the
242 Planning Board staff's draft ceiling element as a
243 reference document in preparing the recommended

capital improvement program for the next fiscal year,
particularly with respect to the linkage between
future capital construction schedules and policy area
capacity ceilings.

(e) Duties of the Montgomery County Board of Education.

[(1) By February 1 of each year, the Montgomery County
Board of Education must send to the county council its
comments on the draft annual growth policy submitted
by the planning board, including:

- a. Any recommended revisions in the form of specific
additions or deletions; and
- b. Any specific comments on the county executive's
recommended capital improvements program as it
pertains to the annual growth policy.

(2) At the same time, the board of education must make
available to the planning board and the general public
copies of the comments and recommended revisions.

(3) During the year, the board of education must assist
the planning board to compile its status report for
the draft annual growth policy by making available
monitoring data that is routinely collected by branch
departments of the board of education.]

(1) Each year, the Board of Education must:

- (A) by February 15 send the County Council any
comments on the County Executive's recommended
capital improvement program as it pertains to the
annual growth policy; and

(B) by June 1 send the County Council any comments on
the recommended ceiling elements submitted by the
Planning Board and the County Executive,
including any revisions in the form of specific
additions or deletions.

(2) Every two years, beginning in 1995, the Board of
Education must send to the County Council by September
1 any comments on the recommended policy element
submitted by the Planning Board and the Executive,
including any [[recommended]] proposed revisions in
the form of specific additions or deletions.

(3) The Board of Education must promptly make available to
the Planning Board, the County Executive and the
public copies of these comments and revisions.

(4) During the year, the Board of Education must assist
the Planning Board to compile its status report for
the draft annual growth policy by making available
monitoring data which is routinely collected by staff
of the Board of Education.

(f) Duties of the Washington Suburban Sanitary Commission.

[(1) By February 1 of each year, the Washington Suburban
Sanitary Commission must send to the county council
its comments on the draft annual growth policy
submitted by the planning board, including:

- a. Any recommended revisions in the form of specific
additions or deletions; and
- b. Any specific comments on the county executive's

recommended capital improvements program as it
pertains to the annual growth policy.

(2) At the same time, the Washington Suburban Sanitary
Commission must make available to the planning board
and the general public copies of the comments and
recommended revisions.

(3) During the year, the Washington Suburban Sanitary
Commission must assist the planning board to compile
its status report for the draft annual growth policy
by making available monitoring data that is routinely
collected by branch departments of the board of
education.]

(1) Each year, the Washington Suburban Sanitary Commission
must:

(A) by February 15 send the County Council any
comments on the County Executive's recommended
capital improvement program as it pertains to the
annual growth policy; and

(B) by June 1 send the County Council any comments on
the recommended ceiling elements submitted by the
Planning Board and the County Executive,
including any revisions in the form of specific
additions or deletions.

(2) Every two years, beginning in 1995, the Washington
Suburban Sanitary Commission must send to the County
Council by September 1 any comments on the recommended
policy element submitted by the Planning Board and the

Executive, including any proposed revisions in the form of specific additions or deletions.

(3) The Washington Suburban Sanitary Commission must promptly make available to the Planning Board, the County Executive and the public copies of these comments and revisions.

(4) During the year, the Washington Suburban Sanitary Commission must assist the Planning Board to compile its status report for the draft annual growth policy by making available monitoring data which is routinely collected by staff of the Washington Suburban Sanitary Commission.

(g) Duties of the County Council.

(1) After receipt of [the draft annual growth policy] either a ceiling element or a policy element, the recommendations of the [county executive] County Executive, and the other agency comments, the [county council] County Council must hold a public hearing on the draft, recommendations and comments.

(2) No later than [June 30] July 15 of each year, the [county council] County Council must adopt [an annual growth policy] a ceiling element to be effective [throughout the next fiscal year] until the following July 15. If the [county council] County Council does not adopt a new [annual growth policy] ceiling element, the [annual growth policy] ceiling element adopted [the previous year] most recently remains in

effect.

[(3) When adopting the annual growth policy, the county council must approve, or approve with amendments, the recommendations of the county executive.]

(3) Every two years, beginning in 1995, the County Council must adopt by November 1 a policy element to be effective until November 1 two years later.

If the County Council does not adopt a new policy element, the policy element adopted most recently remains in effect.

[(4) The County Council may adopt a subsequent resolution, after public hearing, to amend the annual growth policy.]

(h) Amending the annual growth policy

(1) The County Council, the County Executive, or the Planning Board may initiate an amendment to either the ceiling element or the policy element.

(2) If the County Executive initiates an amendment:

(A) the County Executive must send it to the County Council, the Planning Board, and other agencies, and make copies available to the public;

(B) the Planning Board must send any comments on the proposed amendment to the County Council and the other agencies within 45 days after receiving the amendment, and must make copies of any comments available to the public; and

(C) the County Council may amend either the ceiling

element or the policy element after receiving the
Planning Board's comments and holding a public
hearing.

(3) If the Planning Board initiates an amendment:

(A) the Planning Board must send it to the County
Council, the County Executive, and other
agencies, and make copies available to the public;

(B) the County Executive must send any comments on
the proposed amendment to the County Council and
other agencies within 45 days after receiving the
amendment, and must make copies of any comments
available to the public; and

(C) the County Council may amend either the ceiling
element or the policy element after receiving the
County Executive's comments and holding a public
hearing.

(4) If the County Council initiates an amendment:

(A) the County Council must send it to the County
Executive, the Planning Board, and other
agencies, and make copies available to the public;

(B) the County Executive and the Planning Board must
send any comments on the proposed amendment to
the County Council and other agencies within 45
days after receiving the amendment, and must make
copies of any comments available to the public;
and

(C) the County Council may amend either the ceiling

406 element or the policy element after a public
407 hearing.

408 (5) If it finds that an emergency exists, the County
409 Council may hold the public hearing and adopt an
410 amendment before receiving comments under
411 subparagraphs (2)(B), (3)(B), or (4)(B).

412 **Sec. 2. Emergency Effective Date.**

413 The Council declares that an emergency exists and that this
414 legislation is necessary for the immediate protection of the public
415 health and safety. This act takes effect on the date on which it
416 becomes law.

417
418 **Approved:**

419 Marilyn J. Praisner
420

421 Marilyn J. Praisner, President, County Council

10/8/93

Date

422
423 **Approved:**

424 Neal Potter
425

426 Neal Potter, County Executive

10/14/93

Date

427
428 This is a correct copy of Council action.

429 Kathleen A. Freedman
430

431 Kathleen A. Freedman, CMC

432 Secretary of the Council

10/15/93

Date

CONTRIBUTING STAFF

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THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION
8787 GEORGIA AVENUE
SILVER SPRING, MARYLAND
20910-3760

MONTGOMERY COUNTY PLANNING DEPARTMENT